

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

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FREIGHT TRAFFIC ISSUE

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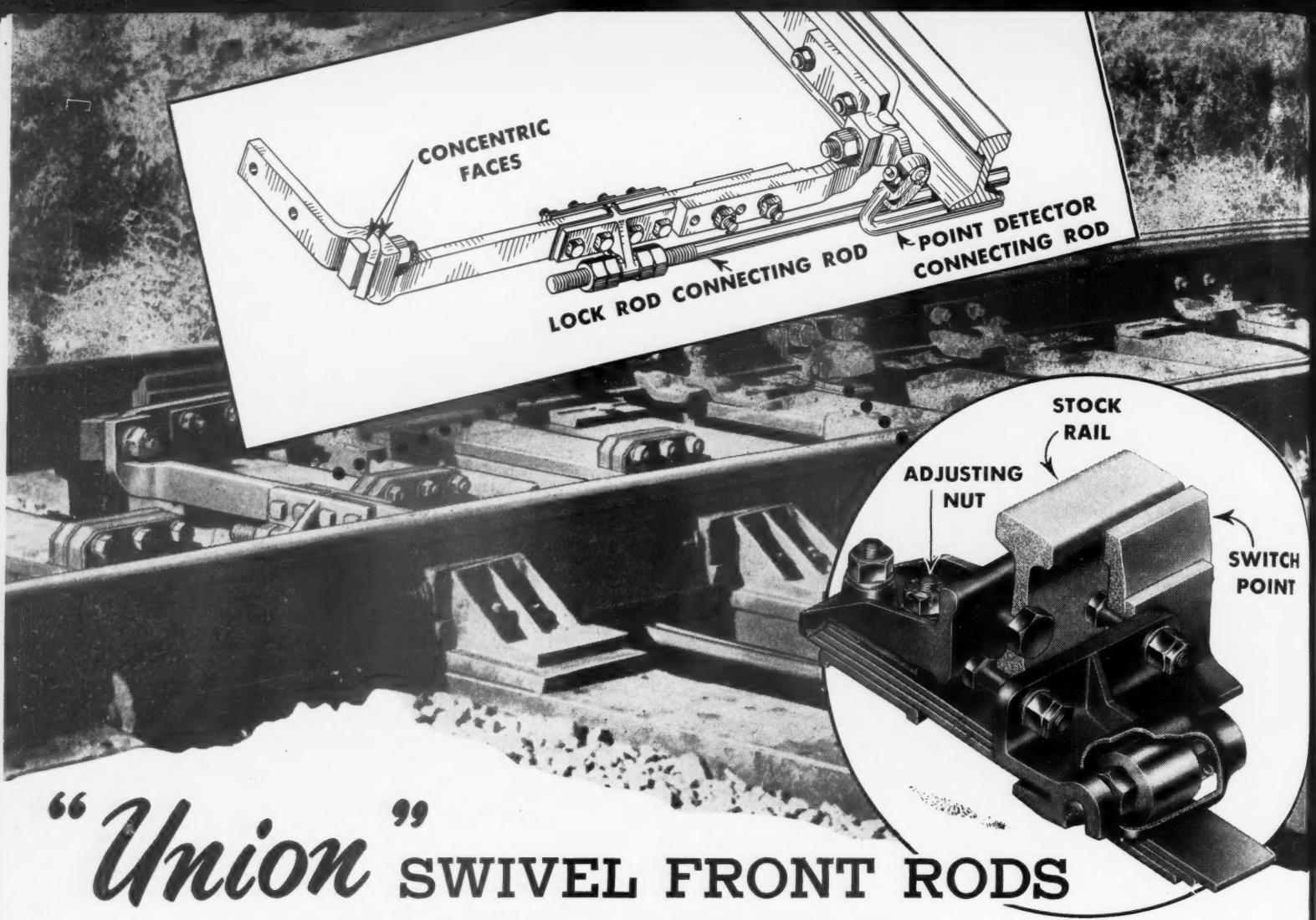
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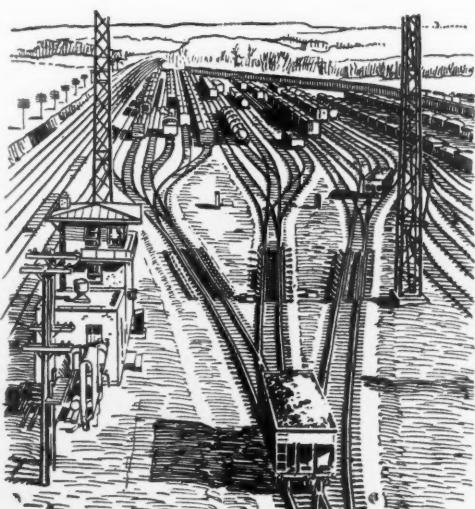


PENNSYLVANIA
ST. LOUIS SAN FRANCISCO

WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

| Operating revenues, eleven months | |
|--|------------------|
| 1951 | \$ 9,487,977,087 |
| 1950 | 8,545,280,558 |
| Operating expenses, eleven months | |
| 1951 | 7,392,178,948 |
| 1950 | 6,413,820,619 |
| Taxes, ten months | |
| 1951 | 1,101,000,143 |
| 1950 | 1,041,182,757 |
| Net railway operating income, eleven months | |
| 1951 | 807,862,943 |
| 1950 | 925,024,752 |
| Net income, estimated, eleven months | |
| 1951 | 543,000,000 |
| 1950 | 662,000,000 |
| Average price railroad stocks | |
| January 29, 1952 | 57.76 |
| January 30, 1951 | 58.94 |
| Car loadings, revenue freight | |
| Three weeks, 1952 | 2,103,199 |
| Three weeks, 1951 | 2,225,192 |
| Average daily freight car surplus | |
| January 26, 1952 | 8,092 |
| January 27, 1951 | 3,237 |
| Average daily freight car shortage | |
| January 26, 1952 | 4,467 |
| January 27, 1951 | 23,499 |
| Freight cars delivered | |
| December 1951 | 8,458 |
| December 1950 | 5,700 |
| Freight cars on order | |
| January 1, 1952 | 123,947 |
| January 1, 1951 | 124,489 |
| Freight cars held for repairs | |
| January 1, 1952 | 95,425 |
| January 1, 1951 | 93,840 |
| Net ton-miles per serviceable car per day | |
| November 1951 (preliminary) | 1,035 |
| November 1950 | 1,017 |
| Average number railroad employees | |
| Mid-December 1951 | 1,243,095 |
| Mid-December 1950 | 1,277,119 |



In This Issue . . .

ONCE MORE, in this first issue of the month, emphasis is placed on freight traffic, and on what different railroads are doing to win, improve, and hold such traffic. On page 65 is a well illustrated description of methods used in the Frisco's new freighthouse at Springfield, Mo., where "almost everything except atomic power" is used to smooth and expedite the handling of freight. This is followed, on page 69, by a survey of railroad "naval" operations in New York harbor. On pages 73 and 78, respectively, are stories of how alert management has made the "unnecessary" Monon an asset to its shippers and its territory, and of how the Peoria & Pekin Union "keeps traffic moving through the Peoria gateway." On page 81, R. J. Bisbee, of Westinghouse, tells how the Porcelain Enamel Institute's "safe transit" program has paid off for shippers and carriers alike.

"THE RAILROADS AND THEIR CUSTOMERS suffer directly" from any diminution in the strength, intelligence, spirit or prestige of the Interstate Commerce Commission. Why this is so—and why shippers and transportation people alike could properly do much more than they have yet done to secure for the commission and its staff an environment which would be conducive to better performance of regulatory duties—are outlined in the editorial comment on page 63.

THERE IS QUITE UNDERSTANDABLE lack of agreement as to the merits of roller bearings vs. plain bearings on freight cars. The case for roller bearings was stated in our issues of December 31 and January 7, in the form of a discussion of the subject by O. J. Horger, chief engineer of the Timken Roller Bearing Company's Railway division. The plain-bearing manufacturers have their turn at bat in this issue; beginning on page 84, I. E. Cox, E. S. Pearce and R. J. Shoemaker present the case for solid bearings.

In Washington . . .

"GRAVE CONCERN" at the "growing tendency" of labor organizations to reject the recommendations of Presidential emergency boards was expressed in the annual report of the National Mediation Board for the fiscal year ending June 30, 1951. "Continuation of the present situation," says the report, can only result in "complete breakdown" of the Railway Labor Act. "What is really needed," the board said, "is a renewal of faith on the part of both management and labor in the efficacy of direct negotiations and the mediatory process."

WEEK AT A GLANCE

MORE TIME has been allowed to the Senate Committee on Interstate and Foreign Commerce to complete its pending transport studies under Senate Resolution 50. The I.C.C. has vacated its order in the ex lake grain case in compliance with a U. S. Supreme Court decision, and has postponed indefinitely its controversial rail-barge rate order. The railroads filed the first Uniform Freight Classification. President Truman again put the heat on Congress for approval of the St. Lawrence Seaway, and Defense Transport Administrator Knudson—in an address to the Northwest Shippers Advisory Board at Minneapolis—described the need for more freight cars as "very real and pressing." These and other railroad developments of the past week, from the nation's capital and elsewhere, are recorded in the news columns.

A PRACTICAL FORM OF RATE RELIEF for the country's railroads would result from passage of Senate bill 2518, just introduced by Senators Bricker, Capehart and O'Conor. As summarized in the news columns, the bill would amend the Interstate Commerce Act so as to authorize railroads to make prompt rate increases to meet increases in costs. Review by the I.C.C. would still occur, but, by taking place after the increase went into effect rather than before, would eliminate the long delays which have cost the railroads so many hundreds of millions of dollars in postwar years.

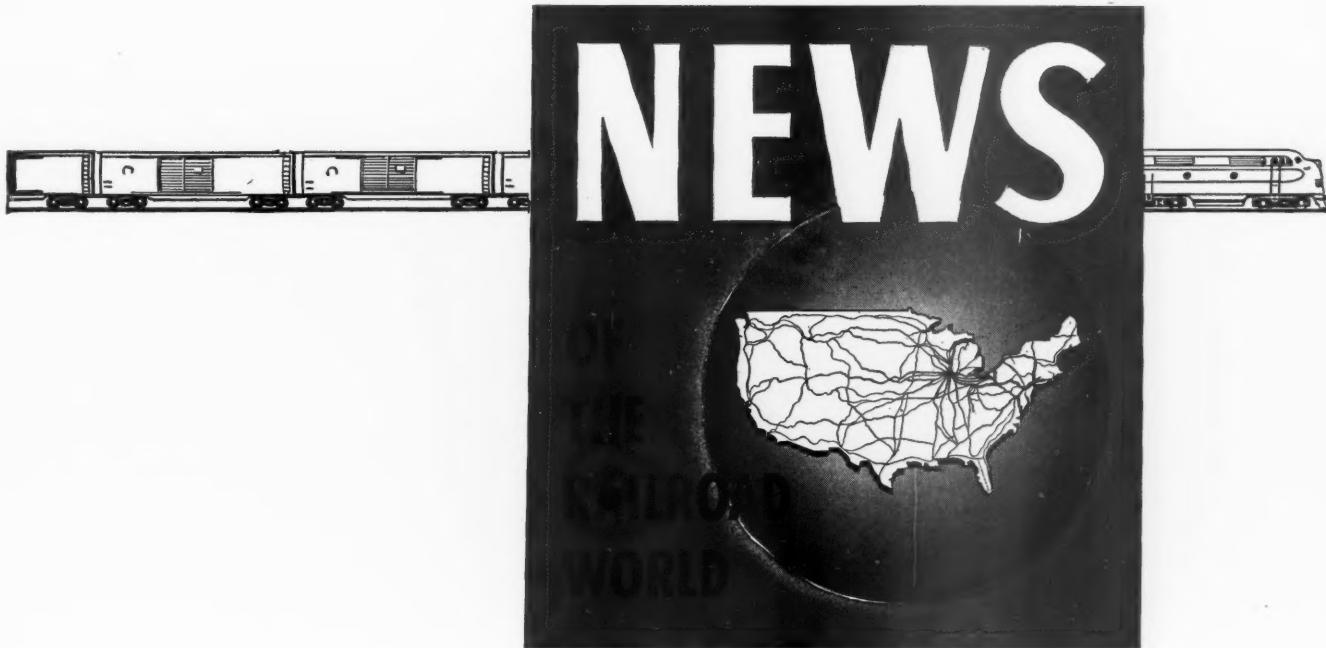
... And Elsewhere



DAVID B. ROBERTSON, president of the Brotherhood of Locomotive Firemen & Enginemen—his organization last week rejected proposals of a Presidential emergency board, before which the union had refused to appear, for settlement of the long pending wage-rules dispute between the union and the railroads. A summary of the emergency board's report and of the union's rejection of it are included in the news pages of this issue.

THE FACTS OF LIFE were put squarely before Pullman Company porters recently by the company's president, Carroll R. Harding. At a meeting of the Porters Benefit Association, Mr. Harding reviewed the findings of an outside management engineering firm following an 11-month study of Pullman's operations and prospects. Speaking of a specially conducted survey of air versus Pullman travel, Mr. Harding said: "Four out of 10 business people said the standard of personal service rendered by airline stewardesses is superior to that rendered by the sleeping car porter . . . While it is true that stewardesses could not do the heavy work that a porter must do . . . nevertheless, when it comes to things like courtesy and attentiveness, there is no reason why the porter cannot meet the competition—if he knows what it is."

AIR FREIGHT is getting into the realm of big business, with securities of no less than three companies listed as attractive investment speculations in a recent bulletin of a well-known investment advisory service. The three companies are the Flying Tiger Line, Inc., Seaboard & Western Air Lines, Inc., and Slick Airways, Inc. Their revenues, says the bulletin, "have expanded tremendously, with further growth anticipated in the years ahead. While all is not clear weather ahead . . . the favorable outlook for continued progress far outweighs any foreseeable difficulties."



"Pattern" Settlement of Firemen's Case Recommended in Emergency Board Report

A "pattern" settlement of the wage and rules dispute involving railroad employees who are members of the Brotherhood of Locomotive Firemen & Enginemen has been recommended by the emergency board which President Truman appointed to investigate the controversy. The recommended "pattern" is based on settlements already reached with other operating brotherhoods, principally the Brotherhood of Railroad Trainmen and the Switchmen's Union of North America; and, like those settlements, it also is based on the memorandum of agreement signed at the White House on December 21, 1950, by representatives of the railroads and officers of the four train and engine service brotherhoods only to be rejected by the general chairmen of those unions.

The emergency board submitted its report (a document of 148 double-spaced typewritten sheets) to the President on January 26. This was the board on which B.L.F.E. representatives walked out after counsel for the brotherhood had made a statement calling the proceedings a "fruitless venture" (*Railway Age*, December 3, 1951, page 11). Members of the board were Chairman Carroll R. Daugherty, professor of economics, Northwestern University; George Cheney, labor relations consultant of San Diego, Cal.; and Andrew Jackson, attorney of New York.

The recommended settlement is substantially what the railroads have of-

ered all along. It would give B.L.F.E. members in road service a raise of 23½ cents per hour, and the members in yard service an increase of 38 cents per hour. The basic-rate increases involved would be 12½ cents and 27 cents, res-

pectively, since both adjustments would include escalator-clause raises amounting to 11 cents.

These increases would supplant the "interim" raises of five cents per hour for roadmen and 12½ cents for yardmen which Assistant Secretary of the Army Bendetson ordered the railroads to pay early last year. Mr. Bendetson has been in charge of operating the railroads since August, 1951, when they were seized by President Truman in

B. L. F. E. Rejects Report; Says It Confirms Brotherhood's "Lack of Confidence" in Board

The negotiating committee of the Brotherhood of Locomotive Firemen & Enginemen has "unanimously rejected" the report of the emergency board which recommended a "pattern" settlement of the long-stalemated wage and rules dispute involving railroad employees who are members of that union. This was announced on January 28 by D. B. Robertson, president of the brotherhood.

"The report confirms the lack of confidence which the brotherhood expressed to the board . . . when hearings began," Mr. Robertson's statement said. This was a reference to the declaration made by counsel for the union in announcing its determination not to participate in the board's proceedings.

"We were convinced then," Mr. Robertson continued, "that this board would try to ram down the employees' throats the destructive proposals of the railroads and the unwarranted policies of the Administration and that is exactly

what it did."

Adoption of the board's recommendations with respect to working rules would amount to taking "long strides down the road toward slave labor," Mr. Robertson also asserted. He went on to characterize as a "false assumption" the board's theory that its proposals were in line with a "pattern" accepted by a majority of railroad employees.

"More than 75 per cent of all railroad employees [the non-ops] received and are now enjoying a 40-hour week and they obtained it not only without reduction from 48 hours' pay but with an increase in wages," Mr. Robertson said. "This is exactly what the B.L.F.E. requested, but which the board report denies. Furthermore, the 75 per cent of rail workers were granted the 40-hour week without giving up working conditions that are part of the wage structure and which have been in effect for a half century or more."



TO END THE HAZARDS OF FOOT-BOARD RIDING, the Union Pacific has been installing this new design of auxiliary uncoupling lever on 191 diesel switchers. With the new lever, switchmen may uncouple cars from the locomotive while standing on the platform

or steps rather than on the footboard. The basic idea for the levers was conceived by Francis B. Lewis, the road's superintendent of safety (left). Here he watches M. R. Howard, engine foreman at Omaha, put one of the new levers through its paces.

the face of a strike threat posed by the B.R.T. and Order of Railway Conductors.

Like those involved in settlements with the B.R.T. and S.U.N.A., the recommended raises for B.L.F.E. members would have retroactive application to various dates back to October 1, 1950. Amounts paid pursuant to the Army's interim-increase order would be counted as part of the retroactive payments.

Another provision of the proposed settlement calls for establishment of a five-day, 40-hour week for B.L.F.E. members in yard service. The conversion would be on an individual-road basis, pursuant to requests made by the union and in the light of manpower conditions. A conversion raise of 4 cents per hour, in addition to the recommended increases mentioned above, would be paid to the yardmen involved.

Rules Changes

Aside from rules that would be involved in this conversion to the 40-hour week, the board recommended adoption of changes in several working rules, as proposed by the railroads. These rules related to the pay of road-service employees for performing more than one class of service during a tour of duty; the designation of switching limits; interdivisional runs; and the time for reporting for duty in road service.

Also, the board recommended that settlement agreements include moratorium provisions to the effect that none

of the parties would make further demands until October 1, 1953. This, too, would be in accordance with the "pattern," like provisions being part of agreements reached in the settled cases.

Most of the report was devoted to comprehensive discussions of the issues and explanations of the board's determination that there should be adherence to the "pattern." Such explanations included this comment:

"As of August 1951, the total number of railroad employees that have accepted the pattern . . . is more than 1.1 million, or 89 per cent of total railroad employment. All the 930,000 non-operating employees have followed the pattern. Moreover, 51 per cent of the operating employees have accepted it . . ."

The board said little about the B.L.F.E. walkout, merely noting here and there that its work of arriving at recommendations was handicapped by the union's failure to offer evidence. In closing, however, the report expressed the board's concern over recent developments in railroad labor relations which "come close to representing a breakdown in railroad collective bargaining and the Railway Labor Act."

New Attitude" Needed

The board's consideration of what caused this "breakdown" led it to conclude that a "primary" factor has been "technological change." This, it said, has not only resulted in the growth of competition in the transport field, but it has induced the railroads to seek

"technological innovations" of their own, including rules changes.

That the right to strike has been "partially" circumscribed in the railroad industry was mentioned by the board as a "second major cause of the actual or threatened deterioration."

The report went on to say that "one or another of the parties" turned often to "another alternative," which is "political pressure on the administration and the Congress." But the board opposed proposals to amend the Railway Labor Act either to provide for compulsory arbitration or to "withdraw all restraints on work stoppages." Instead, it called for the adoption of alternatives "between these extremes."

Among such alternatives, the board suggested collective bargaining as contemplated by the act. "The fundamental problem is to devise a system that will make collective bargaining the most attractive alternative available to both sides," the report declared; and went on to say:

"The practical application of [the] 'Golden Rule' to railroad collective bargaining requires that management do its utmost to protect employees whose job security is jeopardized or lost because of the technological innovations that railroad management is especially impelled to make under the competitive pressure exerted by rival forms of transport. By their attachment to the 'romance of railroading' employees in this industry are particularly vulnerable to loss of jobs and job rights."

"On the other hand, protective rules should not be permitted to degenerate into mere make-work devices. In the past, technological progress has never really been halted in any industry by such measures. It may be significantly retarded for a while. But management thereby, in the long run, is given an additional incentive to get rid of many jobs altogether."

"It seems necessary, therefore, for the railway labor organizations, especially those in the train-operating branch, to take a long view of the railroads' competitive position. They need to realize how many of railroad management's problems are also their own. Helping management to solve its problems will contribute very importantly to a solution of their own troubles, not only from the standpoint of the just-mentioned mutuality of interests but also from the standpoint of improving the relationship . . ."

"The spirit of the relationship is of prime importance. This means that top railroad management and the top leaders of railroad labor organizations, once they have developed the cooperative attitudes of the sort mentioned above, need to employ techniques known to and used by progressive managements and union leaders to educate the middle and lower levels of management and organizations to an understanding and practice of the top-level attitudes . . ."

"Given this attitude, railroad management will not be inclined to view every organization's requests for rules changes as a desire to impose 'featherbedding' restrictions on managerial prerogatives. Nor will railroad labor organizations be inclined to continue applying the invidious adjectives 'brash' and 'destructive' to every managerial request for rules changes that promote efficiency and economic progress for the industry and for the society as a whole."

National Mediation Board Reviews Year That Set Record for Number of Strikes

Making its annual report for the 1951 fiscal year, which "saw the largest number of actual work stoppages by rail and air carrier employees of any year since the Railway Labor Act was passed in 1926," the National Mediation Board said it was "gravely concerned" at the "growing tendency" of labor organizations to reject the recommendations of emergency boards.

The emergency board cases which the board had in mind are principally those "resulting from so-called concerted handling of wage and rules movements on the nation's railroads." While it pointed out that recommendations of emergency boards are not binding on the parties, N.M.B. went on to say that, "for a good many years" after passage of the Railway Labor Act, such recommendations "were almost invariably accepted by both parties as a basis for settling the dispute."

When the act was passed, the report continued, the "frequent use" of emergency boards that has been the practice in recent years "was not contemplated by either labor or management." Moreover, it was anticipated by all interested parties "that the force of public opinion would be so mobilized behind the reports and recommendations. . . that their effect would be to afford a positive method of settling the dispute."

As to why things have not worked out that way, the report had this explanation: "In practice. . . the varied and oftentimes technical issues involved. . . receive so little publicity, and are so difficult of understanding by the general public, that the effect anticipated when the law was passed has been entirely lost."

The acceptance by non-operating employees of the 1948 report which recommended their 40-hour week was listed by N.M.B. as the "outstanding exception" to labor's post-1941 practice of rejecting emergency-board recommendations. "In practically every other instance of this nature since 1941," the report added, "emergency board recommendations have served only as a base to be used for securing further wage and rule concessions in a final settlement, usually made under Executive auspices."

"Complete Breakdown" Seen

Continuation of the present situation can result only in a "complete breakdown" of the machinery of the Railway Labor Act, N.M.B. next warned, citing pending proposals for compulsory arbitration.

"What is really needed," it advised, "is a renewal of faith on the part of both management and labor in the efficacy of direct negotiations and the mediatory process. . . Only by true collective bargaining, aided when necessary by painstaking and thorough ef-

orts in mediation, can the handling of national disputes be brought to a successful and lasting conclusion, and the major problems of disposing of such controversies be solved."

The fiscal year under review became the record one for strikes because 24 stoppages occurred during its 12 months. Three of the 24 involved air lines, while the other 21 involved railroads or railroad affiliates, such as the Railway Express Agency and dock-operating companies.

The more important of these strikes were described briefly by the board, and it then proceeded to devote considerable space to discussions of developments in the operating employees' 40-hour week movement, and the non-ops' union-shop movement. At the close of the fiscal year (June 30, 1951) the board's files showed that 16 union-shop agreements have been signed by various non-op unions representing railroad employees.

"Encouraging" Settlements

Reporting on "items of special interest," the board was "pleased to state" that a national wage movement was settled in mediation during the fiscal year. This was a reference to the non-op settlement which was reached March 1, 1951. That agreement "was reached and placed into effect within

three months after application for the board's services was received," the report also noted. It added: "This establishes a record, at least in recent years, for settling of wage disputes of this nature."

The June 28, 1951, agreement to arbitrate the dispute involving employees represented by the American Train Dispatchers Association was called "another encouraging settlement."

Jurisdictional Questions

In another part of its report, the board referred to jurisdictional questions which have arisen in cases where unions have undertaken to expand scope rules of working agreements to include such positions as chief dispatchers, general yardmasters, supervisory agents, etc. Such union undertakings are usually based on contentions that the positions involved are "subordinate-official" jobs which are covered by the Railway Labor Act. That act defines covered employees as all persons doing work defined by the Interstate Commerce Commission as that of an "employee or subordinate official."

The I.C.C. has made its determinations in the Ex Parte 72 proceeding. But N.M.B. said it has found such cases difficult to mediate because of differences between the carriers and unions as to the meaning and application of the I.C.C. determinations.

"Possibly," the report suggested, "a reexamination of the entire subject by the commission at this time would



HISTORIC RAILWAY EQUIPMENT from the collection of Purdue university has been transferred to the Museum of Transport at Kirkwood, Mo. (near St. Louis). Here "big hooks" of the Nickel Plate and the Monon ease Baltimore & Ohio No. 173—a Hayes camelback

10-wheeler built in 1868—onto a flat car for shipment. Other pieces of equipment acquired at the same time are a 30-ton wood burner built for the Boston & Albany about 1870; Chicago & North Western No. 5, a 4-4-0 type built in 1873, and the "Louisiana," an interurban electric test car built in 1904 and used by the university for research during the first two decades of the century.

The old locomotives were originally gathered by the university about the turn of the century for a proposed railroad museum to have been developed under the direction of Professor W. F. M. Goss, the university's first dean. These plans never materialized and in recent years the university felt that the equipment would be of little interest isolated in so small a collection. Accordingly, the trustees agreed to turn the equipment over to the museum for permanent public display. On its 54-acre site, the museum now has nine locomotives, 12 street cars, two horse-cars, an assortment of buses, trucks and automobiles, railroad equipment and a 6,000-volume library on transportation. It is a non-profit educational corporation sustained by material aid from transportation and allied industries, donated labor of its members and monetary contributions of interested citizens. Armstrong Chinn, president of the Terminal Railroad Association of St. Louis, heads its railroad presidents' advisory committee, and John W. Barriger, president of the Monon, is a member of the board of directors.

clarify the situation and resolve many controversies of this nature, and result in a better and more definite un-

derstanding of the exact limitations and coverage of the Railway Labor Act. . . ."

Bill Would Permit Prompt Rate Boosts as Costs Rise

Legislation which would add to the Interstate Commerce Act provisions authorizing railroads to make prompt increases in rates for the purpose of meeting increased costs is proposed in a bill that has been introduced in the Senate. The bill, S.2518, was introduced by Senator Bricker, Republican of Ohio, for himself and Senators Capphart, Republican of Indiana, and O'Conor, Democrat of Maryland.

The provisions it would add to the Interstate Commerce Act would be embodied in a section 15b, reading in part as follows:

"Whenever any common carriers subject to this part [Part 1], acting by regions, districts, or other appropriate groups (or any express company or sleeping-car company acting individually), shall certify to the commission that they have incurred, or are about to incur, increases in wages, costs of materials, or other expenses, and that the best available estimates of revenues and expenses (including such increases) covering the twelve-months period following such certification indicate that, as a result of said increases, a general increase in rates, fares, or charges . . . is necessary to permit said carriers . . . to earn revenues sufficient to enable them to provide . . . adequate and efficient service, establish and maintain sound credit, attract equity capital, take advantage of technological developments, and advance and improve the art of transportation, it

shall be lawful for such carriers to file . . . schedules effecting such increases in rates . . . to take effect not less than 30 days after such filing, notwithstanding the existence of any unexpired orders of the commission. . . ."

The proposed new section goes on to grant, for the filing of such schedules, the necessary fourth-section relief, and relief from the commission's normal tariff-publication requirements. Also, it stipulates that the commission "shall have no power to suspend the operation of any such schedule or to defer the taking effect of the increased rates. . . ."

However, the commission could investigate the new rates for the purpose of determining, "after full hearing," whether they are "unjustly discriminatory," or "unduly prejudicial," or likely to produce "revenues in excess of those necessary. . . .". On the basis of its findings in such an investigation, the commission could order the rate increase "modified to the extent determined by it to be necessary to remove such unjust discrimination or such undue preference or prejudice, or to prevent any such excess revenues, or both."

A proposed rewriting of the rate-making rule in section 15a is embodied in another Senate bill, S.2519, spon-

sored also by Messrs. Bricker, Capphart and O'Conor, and Senator Magnuson, Democrat of Washington. The bill was introduced by Senator O'Conor. For the present rate-making rule, it would substitute one reading thusly:

"The commission's power to prescribe just and reasonable rates shall be exercised in such manner as to enable the carriers under honest and efficient management to earn, as nearly as may be, sufficient revenues to provide, in the interest of the nation and the general public, adequate and efficient service, establish and maintain sound credit, attract equity capital, take advantage of technological developments, and advance and improve the art of transportation."

President Pleads Again For St. Lawrence Project

President Truman on January 28 sent to Congress a special message, pleading again for adoption of the pending resolution which would approve the United States-Canada agreement for construction of the proposed St. Lawrence seaway as a joint undertaking. Senator Connolly, Democrat of Texas, immediately registered his opposition to the project.

Senator Connolly is chairman of the Senate Committee on Foreign Relations, before which the project has been pending for some time. "Personally," he said, "I am strongly opposed to the proposed spending of approximately \$1,000,000,000 on the St. Lawrence seaway, a project which would be frozen up for five months of the year, and which would involve the building of a canal through foreign territory."

NEW SERVICES AND PUBLICATIONS OF INTEREST TO SHIPPERS

ATLANTIC COAST LINE—New over-the-road truck service for I.C.L. began January 28, covering the following routes daily except Saturdays and Sundays: Wilmington, N. C., Clinton, Warsaw and points between; Wilmington, Whiteville, Chadbourn, and Loris, S. C., and points between; Fayetteville, N. C., Dunn and Warsaw, and points between; and Fayetteville and Rowland and points between.

DELAWARE, LACKAWANNA & WESTERN—On or about February 5 will issue the fifteenth in its series of directories of "Merchandise Cars and Coordinated Rail and Truck Service for Less Carload Freight Shipments." Effective date of the schedules will be February 11.

ELGIN, JOLIET & EASTERN—On January 1 opened a new traffic office in the Joseph Vance building, Seattle, Wash. S. F. Evans is general western freight agent at that point.

NEW YORK CENTRAL—Has made the following changes in its scheduled car lines:

Car lines discontinued:

Cincinnati to Chicago (Polk St.); Jackson, Mich., to Springfield, Ohio, and Rutland, Vt. (Rutland R.R.); Albany, N. Y., to Jersey City, N. J.; Springfield, Mass., to Framingham; Battle Creek, Mich., to Utica, N. Y.

("Pacemaker"), and Gibson Transfer, Ind.; Rockford, Ill. (I. C.), to Cleveland; Indianapolis to Wabash and Marion; Niagara Falls, N. Y., to Proviso Transfer, Ill. (C. & N. W.); Buffalo, N. Y., to Proviso Transfer (C. & N. W.), and Galewood Transfer, Ill. (C. M. St. P. & P.); Cleveland to Clearfield, Pa.: Black Rock, N. Y., to Syracuse ("Pacemaker"); Chicago (Polk St.) to Bryan, Ohio, and LaPorte, Ind.; Chicago (So. Water St.) to Cincinnati (Sou.) and Springfield; Little Rock, Ark. (M. P.) to Cleveland; Wayne Jct., Pa. (Rdg.) to Cleveland.

New car lines:

Utica to Carthage and Springfield, Ohio ("Pacemaker," now daily); Pittsburgh to Erie; Chicago (I. C.) to Buffalo; Sandusky, Ohio to Cleveland and Toledo; Black Rock, N. Y., to Utica; New York (33rd St.) to Hudson, N. Y. (daily); Pine Bluff, Ark. (St. L. S. W.) to Utica; Wayne Jct., Pa. (Rdg.) to Indianapolis; Buffalo to Watertown, N. Y.

PENNSYLVANIA—Has made the following changes in its scheduled car lines:

New car lines:

Trenton, N. J., to Detroit; Baltimore to Norfolk, Va., and Chicago; York, Pa., to Spencer Transfer, N. C. (Sou.); Altoona, Pa., to Cedar Hill, Conn. (N.Y.N.H. & H.), Spencer Transfer (Sou.), and Hamlet Transfer, N. C. (S. A. L.); Cleveland to Utica, (N. Y. C.).

The President's message referred to recently announced plans of the Canadian government to build the seaway alone, if Congress fails to approve the proposed joint undertaking. This made the present situation "very different" from that which Congress has previously considered, the President said.

"The question before the Congress," he added, "no longer is whether the St. Lawrence seaway should be built. The question before the Congress now is whether the United States shall participate in its construction, and thus maintain joint operation and control over this development which is so important to our security and our economic progress."

The day after the President's message arrived on Capitol Hill, Representative Thompson, Democrat of Texas, introduced in the House a bill (H.R. 6303) to provide for a "joint study and investigation" of the proposed seaway by the Chief of Engineers of the Army and the Interstate Commerce Commission.

Senate Confirms Alldredge's Reappointment

The Senate on January 24 confirmed President Truman's reappointment of Interstate Commerce Commissioner J. H. Alldredge for a new seven-year term expiring December 31, 1958. The nomination had been reported favorably on the previous day from the Senate Committee on Interstate and Foreign Commerce.

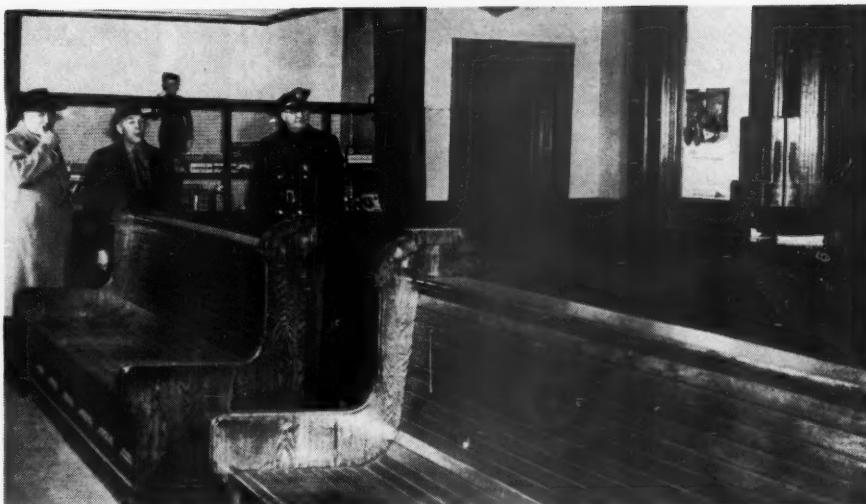
Still pending before the committee when this issue went to press was the reappointment of Commissioner Mahaffie which the President sent to the Senate along with the Alldredge nomination, on January 10. It is understood that the committee's consideration of the Mahaffie nomination was deferred at the request of some committee members. The next regularly scheduled meeting of the committee will be held February 10.

The terms of Commissioners Alldredge and Mahaffie expired on December 31, but both have continued to serve pursuant to provisions of the Interstate Commerce Act which stipulate that a commissioner whose term has expired shall remain in office until his successor qualifies. Mr. Alldredge has been an Interstate Commerce Commissioner since 1939, Mr. Mahaffie since 1930.

"Griffin Plan" Set Up At Hartford, Conn.

Shippers in and around Hartford, Conn., working through the Transportation Club of the Hartford Chamber of Commerce, have set up a "Griffin Plan" type of routing guide for use in shipping l.c.l. freight to all parts of the United States and Canada.

This guide has the effective date of January 21; the operation itself, based on the New York, New Haven & Hart-



BOTH PARTIES BENEFITED when the village of Spring Valley, N. Y., leased the local passenger station from the Erie and converted the building into new village offices. The village obtained attractive modern quarters at an overall cost substantially under what it had been paying for rented space; the railroad, while retaining adequate facilities, was relieved of taxes and maintenance costs on the building. The lease runs for 10 years, with rental for that period at \$1 per year, and is subject to renewal for six terms of five years each. The

village paid all costs of converting the building for its own use, including the cost of building a small addition to house a railroad ticket office, waiting room and rest rooms, and of improving adjacent parking areas. The village likewise maintains and insures the converted building, pays all village taxes and charges, and pays for all light, heat, water and other services, including light, heat and water used in the railroad portion of the structure. The station interior, before conversion, is shown above; one of the new offices below.



ford's freight station at Hartford, was scheduled to be in full swing on February 1.

R. A. Stuart, traffic manager of the J. B. Williams Company, Glastonbury, Conn., is chairman of the study committee of the Transportation Club which set up the routing guide.

Railroads File Uniform Freight Classification

The railroads filed Uniform Freight Classification No. 1 with the Interstate Commerce Commission last week.

Pursuant to the commission's order in the No. 28310 proceeding, the new classification would supplant the territorial classifications—Official, Southern, Western, and Illinois—which are

now published in the Consolidated Freight Classification.

It was filed January 28, the commission's order having required filing on or before February 1. The effective date is May 30, which gives shippers four months to study the document and file petitions for suspension of individual items where they so desire.

The new classification embraces 31 numbered classes, eight of them above Class 100, or first class, and 22 below it. The classes are as follows: 400, 300, 250, 200, 175, 150, 125, 110, 100, 92.5, 85, 77.5, 70, 65, 60, 55, 50, 45, 40, 37.5, 35, 32.5, 30, 27.5, 25, 22.5, 20, 17.5, 16, 14.5, and 13.

Meanwhile, tariff publishing agents of the railroads have filed tariffs publishing the new class rates required by

the commission's order in the related class rate case—No. 28300. While the new classification will be nationwide in scope, the new class rates, which will become effective with it, will apply in all sections except Mountain-Pacific territory. The latter's class rates were not involved in the general case, but are under commission investigation in another pending proceeding—No. 30416.

The commission reports calling for the present filings were issued last July, being "further reports" in the No. 28300 and No. 28310 proceedings, which have been under way since 1939. (*Railway Age* of August 6, 1951, page 41, August 13, 1951, page 40, November 12, 1951, page 15, and December 24, 1951, page 15.)

T-M-K Board to Cite Cases of Slow Service

Members of the Trans-Missouri-Kansas Shippers Board have been directed to develop full information on cases where railroad service has been slow. In a resolution passed at a joint meeting of the board's executive and railroad contact committee on January 16, members of the board have been asked to turn their complaints — with full supporting data — over to the general chairman of the executive committee. The committee will then progress such cases through the interested railroads, the board's car efficiency committee and the district manager of the Association of American Railroads. Alleged delays through the St. Louis and Kansas City terminals were discussed from the floor at considerable length.

In another resolution, the board re-

asserted its stand as to the need for sufficient steel for the building of 10,000 new freight cars monthly, plus that needed for adequate car repair programs.

Anticipated increases in car loadings throughout the nation during the current year will continue to tax railroad capacities and will probably result in some "spot" shortages, R. E. Clark, manager of the Closed Car Section of the Car Service Division of the A.A.R., told the board. Open top equipment, he said, was in most critical supply at present. He urged the board to continue its efforts to cite before agencies of the government the need for sufficient materials allocations for the railroads.

The next meeting of the board will be at St. Joseph, Mo., on March 19 and 20.

Western Railroads Oppose Air Line as Subsidized Rival

Six western railroads last week told the Civil Aeronautics Board they would be seriously affected if the board renews and extends the certificate of Mid-West Airlines.

In a petition filed with the board, the rail carriers asked authority to intervene in the Mid-West proceeding. They also want hearings reopened so they can offer proof that renewal of the air line's certificate would be harmful to them.

C.A.B. Examiner James S. Keith, in a January 8 proposed report, recommended that the board renew Mid-West's certificate for three years, and that operating authority be extended to

include Denver, Colo. The line now operates in Minnesota, Iowa, Nebraska and South Dakota.

The railroads said this extension to Denver poses "a serious threat" because Denver is an important source of rail traffic. They also said Mid-West is controlled by the Purdue Research Foundation, a part of tax-supported Purdue University.

With the assured financial support of the foundation, and by virtue of the addition of Denver to the air line's route, the volume of traffic diverted from the rail lines "would be greater than in the past," they declared. None of the six railroads "enjoy the advantages of educational and research endowments," they said.

A subsidy from the research foundation will be in addition to government funds, they continued. In 1950 alone, the air line obtained government funds amounting to about 11 times the gross transportation revenue earned.

"Without such a bounty there would be no chance of Mid-West's survival," the railroads charged. They said the air line in 1950 had non-mail revenue of only \$48,069, while its operating expenses alone totaled \$576,045.

During the first quarter of 1951, Mid-West had non-mail revenue of 2.18 cents per revenue plane-mile, necessitating break-even mail pay per revenue plane-mile of 57.26 cents.

The six railroads are: Chicago, Burlington & Quincy; Chicago & North Western; Chicago, Milwaukee, St. Paul & Pacific; Chicago, Rock Island & Pacific; Chicago, St. Paul, Minneapolis & Omaha; and Union Pacific.

A.A.R. Board Gets Three New Members

Three new members of the board of directors of the Association of American Railroads were elected January 25 at the board's monthly meeting in Washington, D. C.

Harry A. DeButts, president of the Southern, was chosen to succeed Ernest E. Norris, who retired recently as head of that system. Mr. DeButts also takes Mr. Norris' place on the board's executive committee.

D. J. Russell, president of the Southern Pacific, was elected to succeed A. T. Mercier, who has retired as president of that road, and John W. Smith, president of the Seaboard Air Line, was named to succeed the retired president of that road, L. R. Powell, Jr.

Canadian Roads Win 4½% Rate Increase

The Canadian Board of Transport Commissioners has authorized a general increase, subject to certain exceptions, of about 4½ per cent in railway freight rates, to run until August 31, 1953.

The board's unanimous decision, written by the new chief commissioner, J. D. Kearney, gives the railroads a lit-



HOW SOME 8,000 RAILROAD POLICEMEN, patrolling a "beat" of more than 350,000 miles of track, guard passengers, and protect billions of dollars worth of freight and railroad property, is told in the motion picture, "Railroad

Special Agent," recently released by RKO-Pathe. Shot in actual railroad yards, terminals and offices, the 15-minute picture is being distributed for showing in theaters throughout the United States.

tle less than half of the 10 per cent increase they were seeking, under a long-standing application. The actual increase is estimated to raise total Canadian freight revenues by about \$20 million per year, about \$8.4 million of which will accrue to the Canadian Pacific, the "yardstick" line for rate making purposes.

No increases were authorized on coal, coke or potatoes, while increases on sand and gravel, crushed stone and fuel wood are subject to specific ceiling limitations.

The present increase is the third to be authorized for Canadian railways since the end of World War II, and is the first of the three which has been subject to a definite time limitation.

Baxter Outlines Tariff Research Progress

"With railroads and shippers united in support" of the effort to simplify railroad freight tariffs "we cannot fail," Charles S. Baxter, chairman of the Railroads' Tariff Research Group, declared in an address to the Industrial Management Institute of the University of Wisconsin at Madison, Wis., on January 29.

"The rate structure itself" rather than the "basic tariff pattern" is primarily responsible, Mr. Baxter told his audience, for the postwar demand for tariff improvement which resulted in establishment of his organization by the railroads last year. In accomplishing its objectives, he continued, his group is "making a lot of noise and doing our work in a 'goldfish bowl.' We have asked the tariff using public to tell us what serves them best in the way of freight tariffs, we have let the public see and react to our outline for research." (*Railway Age*, November 5, 1951, page 74.)

Their "preliminary estimates of the tariff situation" and "impressions of the things which are giving tariff users the most trouble in their efforts to determine rates quickly and correctly," indicate certain specific objectives, particularly:

1. Uniformity, especially as to wording of provisions having a common intent, as to arrangement and location of items having a common effect, and as to methods of stating rates and routing instructions.

2. Resolution—which "obviously will not make everyone happy"—of the question of looseleaf versus supplement type tariffs.

3. A formula for stating complete routing instructions in simple and clear fashion.

4. Some method of reconciling "rate alternations" with the desire for simpler tariffs.

With respect to the first objective, uniformity, Mr. Baxter said his group believes such uniformity is attainable as respects rules, regulations and other provisions of a textual nature, and added that:

"We are preparing a plan which can reconcile all differences in conformity



SIX TRANSPORTATION OFFICIALS received citations for outstanding accomplishments in their field from the Advertising Club of Boston at its recent Railroad Day program.

Honored by the advertising group were (seated, left to right): F. C. DuMaine, Jr., president, New York, New Haven & Hartford; William T. Faricy, president, Association of American

Railroads; E. S. French, president, Boston & Maine and Maine Central; (standing, left to right): Ralph W. Porter, executive vice-president, Thermo-King Railway Corporation, who accepted the club's citation for J. A. Numero, president; J. F. Nash, general manager, Boston & Albany; and Thomas A. Flaherty, chairman, Massachusetts Department of Public Utilities.

with nationwide standards and so coordinate the work of the several tariff issuing sources as to keep them that way. We expect to have the plan perfected for introduction in the spring. Uniform methods for setting up rate tables and for laying out routing instructions are separate studies yet to be undertaken."

At the same time, Mr. Baxter warned, the "demands of commerce and measures to meet competition largely rule out symmetry in our rate structures, and these very practical considerations can never be subordinated to the niceties in tariff publication."

Knudson Calls Car Need "Very Real and Pressing"

The "very real and pressing" need for more freight cars was stressed by Defense Transport Administrator James K. Knudson in a January 31 speech before the Northwest Shippers Advisory Board in Minneapolis, Minn.

"I firmly believe more steel invested in railroads will benefit the nation, maintain civilian living standards, and promote the security which this nation can enjoy only by greater production," Mr. Knudson declared.

The D.T.A. administrator, who is also a member of the Interstate Commerce Commission, told the shipper group that his "most important role" these days, as to rail service, is to provide shippers and carriers with freight cars, locomotive units, and a sufficient quantity of rails and other M.R.O. materials.

"It is a matter of record that allo-

cations to the railroads have been decreasing progressively through the last three quarters of 1951, and the first two quarters of 1952," he said. Estimates now indicate about 60,000 freight cars will be produced in the first three quarters of 1952, whereas D.T.A. had asked for materials to produce 108,000 cars.

Allocations will permit production of about 9,000 cars a month in the first quarter, 6,600 a month in the second quarter, and 5,600 per month in the third quarter. Even at the 9,000 rate, Mr. Knudson said, it would take nearly three years to attain an over-all rail car ownership sufficient to do "tolerably well" in peak mobilization.

Mr. Knudson went on to say that freight car retirements in 1951 were at a rate which was "entirely unrealistic." He said Class I roads retired an average of 4,179 cars per month—an "unusually low" figure.

As to locomotive production in 1952, Mr. Knudson said best estimates indicate about 1,969 units will be produced in the first three quarters of the year. At the same time he placed "minimum requirements" at 975 units per quarter. He predicted that more locomotives will be ordered "as better delivery dates are seen." The January 1 backlog of locomotive orders amounted to 2,186 units.

The nation's general expansion programs and mounting production from existing plants will tax our transportation systems in the days ahead, Mr. Knudson predicted.

"With all this in mind, it is my best judgment the need for more freight cars is very real and pressing—to do reasonably well in the handling

of increased car loadings, to avoid chronic and serious car shortages, and to offset prudent retirements," he declared.

On January 30, Mr. Knudson addressed the United Fresh Fruit and Vegetable Association in Cleveland, Ohio.

Among other things, Mr. Knudson commented on the Railway Express Agency, and its "shocking traffic forecast" for 1952. He said the agency expects to handle 75 million l.c.l. shipments during the year, compared with about 231 million handled in 1946.

"There has been a steadily decreasing volume of express business during the past five years, and a steady increase in express rates," he said. He said the railroads and the agency should take "prompt and decisive steps" to improve service, revive business and "lift this agency out of the doldrums."

Mr. Knudson also discussed the motor carrier leasing case, expressing fears that court proceedings assailing the commission's decision may result in determinations neutralizing the effect of the prescribed leasing rules.

Edwards Discusses Rate "Motivations"

"The concept of fair return on fair value" in the making of rates for transportation services "has had to yield to the realities of the market place," Dr. Ford K. Edwards, director of the National Coal Association's Bureau of Coal Economics, told the District of Columbia Chapter of the Association of Interstate Commerce Commission Practitioners, in a recent discussion of "Motivations in Transportation Pricing."

In support of this contention, Dr. Edwards called attention to "several interesting aspects" of "this rate of return business":

1. That substantial segments of an

industry usually do better than the industry as a whole, and consequently realize a better than average return on any given rate basis.

2. That companies in an industry "are in many ways like families on a social register that travel a cycle of 'shirt-sleeves-to-shirt-sleeves.'" As an example of this, he cited the fact that out of 50 major Class I railroads, only one of the top ten in earning ratios in 1929 was still among the top ten in 1950, while four were in the bottom ten.

3. That establishment of any "pre-conceived rate of return" for the railroad industry is "enormously complicated" by the "collapse" since 1930 of a good part of the passenger train service market.

4. That the market cannot always be made to produce given rates of return. "Thus, the authorization for rail freight rate increases between 1948 and 1950 ran to some 11.2 per cent, but the actual rate level as a whole rose but 7.5 per cent and the average revenues per ton-mile rose but 6.20 per cent. In short, the authorizations were apparently only about two-thirds effective."

5. That the different bases upon which rate of return may be computed—such as cost of reproduction, original cost, etc.—complicate the problem of establishing a meaningful rate base against which rate of return can be computed.

Earlier in his remarks Dr. Edwards had discussed the function of costs in transportation rate making, concluding that:

"The function of costs in rate making is nothing more or less than that of statistically measuring the 'dose' of avoidable expenses the carrier takes on when it handles a commodity, be it a single carload or 10,000 carloads. The key question is not merely that the revenues from given movements exceed the dose of out-of-pocket costs which their handling occasions, but

MORE NEWS ON PAGE 93

Additional general news appears on page 93, followed by regular news departments which begin on the following pages:

| | |
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that there be such an adjustment of rates as to take maximum advantage of the volume potential of the traffic, thus bringing the contribution to a maximum, and serving the best interests of both the carrier and the shipper."

S. P. of Mexico to Be Independently Operated

The Southern Pacific of Mexico, recently purchased by the Mexican government, will continue to be operated independently of the National of Mexico, a spokesman for the latter company has stated. (*Railway Age*, December 31, 1951, page 57.) S.P. personnel will be retained.

Independent operation was decided on, it is stated, "not to impede the rehabilitation program of the government," which is said to include new cars and locomotives, improvement of yards and stations, and 2,000 km. (about 1,250 miles) of heavy-duty rail.

Malleable Iron Castings to Be More Readily Available

Malleable iron castings are to be removed from the National Production Authority's list of "materials for which the supply is insufficient for defense and essential civilian demands" and put on the list of materials which are in "fair to good supply," according to Lowell D. Ryan, managing director of the Malleable Founders' Society.

"Some capacity in the malleable industry is available as a result of cutbacks in projected passenger car production," Mr. Ryan said. "However, it must be borne in mind that different foundries make different sizes and types of castings, and therefore it does not follow that the foundries which have open time as a result of passenger car reduction can necessarily take on such available work as may exist. The industry naturally hopes that all available business can be placed in a foundry having suitable facilities and at a foundry located within a reasonable distance from the customer."

The N. P. A. and the founders, urge, Mr. Ryan said, that malleable be used where possible as an alternate to critically short materials.

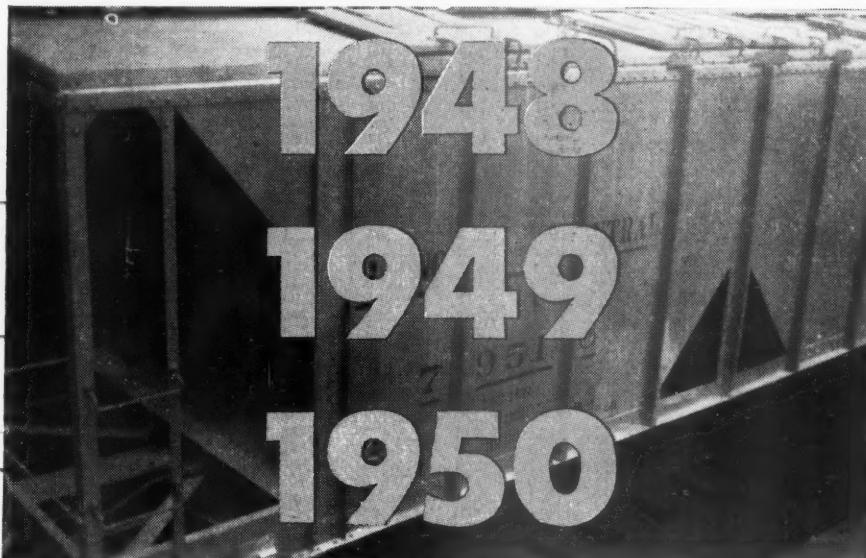
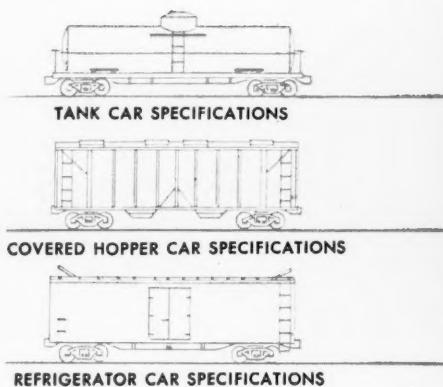


IT'S RATHER EVIDENT that this car belongs to the Soo Line. The four-foot capital letters have been painted on the sides of a series of box cars recently turned out by the road's Fond du Lac (Wis.) shops. Dubbed "traveling

billboards," these boldly lettered cars are a part of the road's campaign to stress industrial opportunities in the upper midwestern territory it serves. They are equipped with nailable steel floors.

Covered hopper car finished with CARCLAD in September 1946. Inspections made in September 1951, after 5 full years of service, still show finish intact.

1947



1951

NOW...

protection against acids...alkalies...corrosive cargoes...
for YEARS instead of MONTHS!



Now proved in continuous service for periods of more than **FOUR** years on covered hopper cars, Sherwin-Williams CARCLAD offers an end to costly refinishing schedules formerly required.

Equipment once requiring refinishing within months now can be protected for years—even in cement, soda ash and similar service. CARCLAD—a product of Sherwin-Williams research—provides new long-life resistance to acids, alkalies, sulphur, phosphate, common salt, petroleum products and alcohols. It withstands repeated scrubbing and washing with strong cleaning solutions.

Ask for proof of the remarkable performance of this new finish. See actual photographs and records of CARCLAD-covered hopper cars in service on leading railroads! Contact your Sherwin-Williams representative or write The Sherwin-Williams Co., Transportation Division, Cleveland 1, Ohio.

SHERWIN-WILLIAMS
RAILWAY FINISHES



Freight Operating Statistics of Large Steam Railways — Selected

| Region, Road and Year | Miles of road operated | Locomotive Miles | | | Car Miles | | Ton-miles (thousands) | | | Road-loco. on lines | | | |
|------------------------|---------------------------------------|------------------|----------------------|-----------|-------------------|-----------------|------------------------------------|--------------|-------------|---------------------|--------|------|---------------|
| | | Train-miles | Principal and helper | Light | Loaded (housands) | Per cent loaded | Gross excl. locos rev. and tenders | Net non-rev. | Serviceable | Unstored | Stored | B.O. | Per cent B.O. |
| New England | Boston & Maine.....1951 | 1,690 | 268,491 | 278,023 | 14,982 | 10,414 | 72.1 | 647,644 | 284,992 | 83 | 4 | 18 | 17.1 |
| | 1950 | 1,700 | 286,496 | 297,024 | 14,401 | 11,533 | 72.0 | 701,176 | 304,137 | 87 | 6 | 9 | 8.8 |
| | N. Y., N. H. & Htd.....1951 | 1,765 | 313,680 | 313,803 | 20,540 | 11,871 | 70.7 | 738,879 | 330,955 | 102 | .. | 8 | 7.3 |
| | 1950 | 1,771 | 312,978 | 313,467 | 23,123 | 12,908 | 72.1 | 788,476 | 377,593 | 99 | .. | 9 | 8.3 |
| | Delaware & Hudson.....1951 | 793 | 250,619 | 291,575 | 22,707 | 11,332 | 74.2 | 784,741 | 436,438 | 103 | 20 | 30 | 19.6 |
| | 1950 | 793 | 271,147 | 327,868 | 30,890 | 12,150 | 72.9 | 852,025 | 474,340 | 158 | 28 | 24 | 11.4 |
| | Del., Lack. & Western.....1951 | 964 | 294,557 | 315,182 | 30,308 | 13,153 | 70.4 | 873,371 | 411,279 | 79 | 10 | 14 | 13.6 |
| | 1950 | 966 | 304,171 | 332,347 | 36,311 | 13,754 | 71.0 | 893,461 | 416,424 | 81 | 2 | 45 | 35.2 |
| | Erie.....1951 | 2,243 | 669,960 | 684,069 | 37,540 | 37,549 | 67.6 | 2,396,283 | 987,718 | 170 | 19 | 19 | 9.1 |
| | 1950 | 2,228 | 728,656 | 758,982 | 50,677 | 40,282 | 69.3 | 2,541,981 | 1,073,367 | 215 | .. | 22 | 9.3 |
| Great Lakes Region | Grand Trunk Western.....1951 | 952 | 266,601 | 274,379 | 2,345 | 9,319 | 65.2 | 627,793 | 273,746 | 54 | .. | 11 | 16.4 |
| | 1950 | 974 | 290,313 | 299,685 | 3,301 | 10,331 | 65.2 | 700,631 | 308,231 | 60 | .. | 10 | 14.3 |
| | Lehigh Valley.....1951 | 1,210 | 254,706 | 263,893 | 15,010 | 12,988 | 70.7 | 869,698 | 426,522 | 41 | 5 | 6 | 11.5 |
| | 1950 | 1,228 | 259,418 | 273,709 | 26,856 | 13,566 | 73.1 | 883,408 | 431,808 | 53 | 2 | 24 | 30.4 |
| | New York Central.....1951 | 10,675 | 3,051,800 | 3,231,171 | 170,024 | 114,571 | 63.3 | 8,258,716 | 3,849,690 | 960 | 109 | 332 | 23.7 |
| | 1950 | 10,691 | 3,368,850 | 3,565,341 | 200,672 | 125,207 | 64.0 | 8,847,812 | 4,129,582 | 993 | 30 | 364 | 26.2 |
| | New York, Chic. & St. L.....1951 | 2,161 | 830,106 | 851,100 | 11,624 | 32,880 | 68.0 | 2,341,871 | 1,110,907 | 202 | 14 | 38 | 15.0 |
| | 1950 | 2,162 | 816,319 | 829,876 | 13,058 | 32,615 | 67.9 | 2,201,276 | 1,062,566 | 197 | 5 | 36 | 15.1 |
| | Pitts. & Lake Erie.....1951 | 221 | 90,495 | 90,879 | 222 | 3,807 | 71.3 | 315,357 | 197,489 | 35 | 3 | 14 | 26.9 |
| | 1950 | 221 | 90,592 | 93,523 | 34 | 3,998 | 70.7 | 329,197 | 204,649 | 29 | .. | 16 | 35.6 |
| Central Eastern Region | Wabash.....1951 | 2,381 | 565,435 | 571,949 | 8,115 | 24,656 | 71.1 | 1,569,870 | 672,450 | 122 | 21 | 37 | 20.6 |
| | 1950 | 2,381 | 614,313 | 623,421 | 10,261 | 25,552 | 70.8 | 1,609,843 | 703,478 | 143 | 9 | 70 | 31.5 |
| | Baltimore & Ohio.....1951 | 6,083 | 1,798,433 | 2,090,100 | 238,672 | 71,116 | 64.9 | 5,466,243 | 2,768,255 | 636 | 59 | 177 | 20.3 |
| | 1950 | 6,082 | 2,012,997 | 2,397,406 | 237,240 | 76,805 | 64.7 | 5,607,968 | 2,804,374 | 690 | 22 | 226 | 24.1 |
| | Central of New Jersey.....1951 | 412 | 77,178 | 77,382 | 3,509 | 3,100 | 67.2 | 234,841 | 126,044 | 40 | .. | 6 | 13.0 |
| | 1950 | 410 | 80,084 | 81,376 | 4,267 | 3,124 | 65.5 | 234,994 | 122,570 | 40 | .. | 6 | 13.0 |
| | Central of Pennsylvania.....1951 | 208 | 76,590 | 86,886 | 16,578 | 9,905 | 69.4 | 217,522 | 119,476 | 36 | .. | 5 | 12.2 |
| | 1950 | 212 | 78,616 | 87,705 | 14,611 | 3,017 | 68.5 | 233,661 | 121,898 | 38 | .. | 19 | 33.3 |
| | Chicago & Eastern Ill.....1951 | 886 | 134,809 | 134,809 | 3,507 | 5,258 | 71.2 | 345,833 | 173,718 | 28 | .. | 2 | 6.7 |
| | 1950 | 886 | 132,425 | 132,425 | 2,621 | 5,798 | 71.5 | 375,096 | 186,002 | 26 | .. | 2 | 7.1 |
| Pocahontas Region | Elgin, Joliet & Eastern.....1951 | 238 | 105,789 | 107,703 | 770 | 4,063 | 65.5 | 328,577 | 183,206 | 42 | .. | 1 | 2.3 |
| | 1950 | 238 | 102,186 | 110,287 | 1,768 | 4,499 | 69.2 | 356,454 | 204,180 | 40 | .. | .. | .. |
| | Pennsylvania System.....1951 | 10,045 | 3,310,182 | 3,593,482 | 383,505 | 144,654 | 68.2 | 10,300,034 | 5,217,673 | 1,155 | 92 | 357 | 22.3 |
| | 1950 | 10,042 | 3,438,727 | 3,787,758 | 402,247 | 151,590 | 68.5 | 10,495,361 | 5,286,716 | 1,275 | .. | 318 | 20.0 |
| | Reading.....1951 | 1,311 | 401,887 | 413,445 | 31,368 | 14,991 | 66.6 | 1,167,447 | 647,626 | 172 | 32 | 31 | 13.2 |
| | 1950 | 1,315 | 397,567 | 410,724 | 29,274 | 15,840 | 67.7 | 1,217,308 | 671,944 | 182 | 16 | 31 | 13.5 |
| | Western Maryland.....1951 | 837 | 200,415 | 237,383 | 27,056 | 6,904 | 62.8 | 575,206 | 322,166 | 121 | 7 | 22 | 14.7 |
| | 1950 | 837 | 193,381 | 231,929 | 27,219 | 7,141 | 63.3 | 583,042 | 323,010 | 140 | 22 | 16 | 9.0 |
| Southern Region | Chesapeake & Ohio.....1951 | 5,043 | 1,588,349 | 1,669,926 | 74,288 | 73,777 | 56.7 | 6,534,361 | 3,673,852 | 504 | 3 | 218 | 30.1 |
| | 1950 | 5,042 | 1,586,125 | 1,664,098 | 67,217 | 69,970 | 57.4 | 5,929,490 | 3,286,716 | 525 | 5 | 178 | 25.1 |
| | Norfolk & Western.....1951 | 2,113 | 840,936 | 898,864 | 73,912 | 39,663 | 58.6 | 3,580,792 | 1,969,557 | 244 | 7 | 25 | 9.1 |
| | 1950 | 2,105 | 765,880 | 802,691 | 49,063 | 36,405 | 58.9 | 3,169,843 | 1,710,813 | 236 | 18 | 38 | 13.0 |
| | Atlantic Coast Line.....1951 | 5,424 | 765,559 | 765,763 | 10,723 | 24,859 | 63.1 | 1,766,561 | 839,503 | 375 | 29 | 124 | 23.5 |
| | 1950 | 5,480 | 781,769 | 786,309 | 12,650 | 24,099 | 65.4 | 1,635,370 | 770,946 | 339 | 6 | 100 | 22.5 |
| | Central of Georgia.....1951 | 1,765 | 244,202 | 246,086 | 4,128 | 7,866 | 68.8 | 530,013 | 250,533 | 86 | 10 | 8 | 7.7 |
| | 1950 | 1,783 | 295,208 | 299,042 | 4,16 | 8,275 | 69.8 | 540,800 | 254,025 | 102 | .. | 9 | 8.1 |
| | Gulf, Mobile & Ohio.....1951 | 2,851 | 336,807 | 336,807 | 214 | 17,324 | 72.5 | 1,128,126 | 542,022 | 80 | .. | 3 | 3.6 |
| | 1950 | 2,851 | 337,760 | 337,760 | 95 | 17,620 | 74.4 | 1,118,552 | 539,734 | 77 | 6 | 7.2 | .. |
| Northwestern Region | Illinois Central.....1951 | 6,539 | 1,626,125 | 1,632,513 | 57,844 | 57,949 | 63.2 | 4,206,109 | 1,960,316 | 578 | 17 | 65 | 9.8 |
| | 1950 | 6,543 | 1,598,310 | 1,602,468 | 56,757 | 59,703 | 65.2 | 4,248,523 | 2,004,618 | 581 | 2 | 74 | 11.3 |
| | Louisville & Nashville.....1951 | 4,756 | 1,077,547 | 1,139,448 | 28,862 | 38,028 | 63.6 | 2,816,682 | 1,443,211 | 292 | 36 | 70 | 17.6 |
| | 1950 | 4,769 | 1,191,540 | 1,277,427 | 35,277 | 39,803 | 64.7 | 2,905,135 | 1,491,859 | 319 | 12 | 99 | 23.0 |
| | Nash., Chatt. & St. Louis.....1951 | 1,032 | 210,109 | 213,308 | 3,076 | 7,034 | 75.4 | 440,840 | 213,498 | 53 | .. | 7 | 11.7 |
| | 1950 | 1,049 | 223,170 | 225,755 | 3,714 | 6,780 | 74.4 | 426,916 | 203,066 | 74 | .. | 18 | 19.6 |
| | Seaboard Air Line.....1951 | 4,136 | 642,510 | 644,110 | 1,905 | 23,489 | 66.1 | 1,648,657 | 778,447 | 184 | 81 | 40 | 13.1 |
| | 1950 | 4,136 | 709,763 | 738,938 | 6,256 | 23,911 | 66.3 | 1,643,964 | 767,448 | 208 | 20 | 44 | 16.2 |
| | Southern.....1951 | 6,263 | 1,195,635 | 1,196,704 | 13,473 | 43,761 | 71.7 | 2,786,448 | 1,313,905 | 348 | 59 | 114 | 21.9 |
| | 1950 | 6,320 | 1,340,926 | 1,350,350 | 14,119 | 46,396 | 71.0 | 2,893,834 | 1,315,619 | 388 | 16 | 179 | 30.7 |
| Central Western Region | Chicago & North Western.....1951 | 7,889 | 999,769 | 1,016,372 | 33,213 | 37,553 | 64.4 | 2,664,243 | 1,220,472 | 323 | 4 | 152 | 31.7 |
| | 1950 | 7,974 | 1,061,262 | 1,076,326 | 27,226 | 39,232 | 66.1 | 2,734,886 | 1,176,960 | 309 | 3 | 116 | 27.1 |
| | Chicago Great Western.....1951 | 1,441 | 160,990 | 161,462 | 5,769 | 9,359 | 70.3 | 613,442 | 278,576 | 32 | .. | 2 | 5.9 |
| | 1950 | 1,441 | 175,820 | 175,938 | 6,401 | 10,609 | 71.4 | 710,496 | 335,965 | 33 | .. | 2 | 5.7 |
| | Chic., Milw., St. P. & Pac.....1951 | 10,663 | 1,359,183 | 1,408,956 | 57,491 | 53,752 | 64.9 | 3,692,845 | 1,692,020 | 421 | 29 | 69 | 13.3 |
| | 1950 | 10,664 | 1,517,491 | 1,585,330 | 59,853 | 60,496 | 64.8 | 4,121,042 | 1,872,296 | 446 | 33 | 100 | 17.3 |
| | Chic., St. P., Minn. & Omaha.....1951 | 1,606 | 210,375 | 217,508 | 10,790 | 6,122 | 68.6 | 426,299 | 198,253 | 69 | .. | 34 | 33.0 |
| | 1950 | 1,606 | 229,782 | 236,990 | 11 | | | | | | | | |

Items for the Month of October 1951 Compared with October 1950

| Region, Road and Year | | Freight cars on line | | | G.t.m.per | G.t.m.per | Net | Net | Car | Net | Train- | Mi. |
|------------------------------|----------------|----------------------|---------|---------|-----------|--------------|--------------|---------|----------|---------|---------|--------|
| | | Home | Foreign | Total | train-hr. | train-mi. | ton-mi. | ton-mi. | car-mile | car-day | ton-mi. | per |
| | | | | | Per | excl. locos. | excl. locos. | per | car-mile | car-day | per | train- |
| New Eng. | Boston & Maine | 1,182 | 9,193 | 10,375 | 2.7 | 38,070 | 2,416 | 1,063 | 27.4 | 933 | 47.3 | 5,440 |
| | | 1950 | 1,478 | 10,214 | 11,692 | 3.6 | 37,623 | 2,450 | 1,063 | 26.4 | 872 | 45.9 |
| N. Y., N. H. & Htfd. | 1951 | 1,385 | 14,545 | 15,930 | 3.5 | 34,538 | 2,359 | 1,056 | 27.9 | 690 | 35.0 | 6,049 |
| | | 1950 | 1,702 | 17,995 | 19,697 | 1.3 | 36,624 | 2,520 | 1,207 | 29.3 | 650 | 30.8 |
| Delaware & Hudson | 1951 | 3,159 | 6,523 | 9,682 | 4.9 | 58,497 | 3,154 | 1,754 | 38.5 | 1,514 | 53.0 | 17,754 |
| | | 1950 | 2,337 | 7,138 | 9,475 | 5.8 | 57,969 | 3,157 | 1,758 | 39.0 | 1,612 | 56.6 |
| Del., Lack. & Western | 1951 | 4,258 | 10,867 | 15,125 | 5.6 | 45,822 | 3,021 | 1,423 | 31.3 | 867 | 39.4 | 13,763 |
| | | 1950 | 5,121 | 11,877 | 16,998 | 8.9 | 45,608 | 2,994 | 1,396 | 30.3 | 807 | 37.5 |
| Erie | 1951 | 3,365 | 23,846 | 29,211 | 3.2 | 62,710 | 3,610 | 1,488 | 26.3 | 1,084 | 61.0 | 14,205 |
| | | 1950 | 7,263 | 23,321 | 30,584 | 4.1 | 59,367 | 3,517 | 1,485 | 26.6 | 1,102 | 59.7 |
| Grand Trunk Western | 1951 | 3,378 | 9,739 | 13,117 | 3.9 | 46,861 | 2,352 | 1,026 | 29.4 | 662 | 34.6 | 9,276 |
| | | 1950 | 3,756 | 11,567 | 15,323 | 5.1 | 46,805 | 2,435 | 1,071 | 29.8 | 664 | 34.1 |
| Lehigh Valley | 1951 | 1,906 | 13,632 | 15,538 | 7.0 | 65,229 | 3,458 | 1,696 | 32.8 | 882 | 38.0 | 11,371 |
| | | 1950 | 4,769 | 12,135 | 16,904 | 6.9 | 64,890 | 3,473 | 1,698 | 31.8 | 822 | 35.3 |
| New York Central | 1951 | 52,142 | 106,454 | 158,596 | 6.4 | 44,687 | 2,752 | 1,283 | 33.6 | 782 | 36.8 | 11,633 |
| | | 1950 | 51,360 | 126,364 | 177,724 | 5.6 | 41,925 | 2,669 | 1,246 | 33.0 | 749 | 35.5 |
| New York, Chic. & St. L. | 1951 | 5,022 | 23,078 | 28,100 | 3.5 | 48,651 | 2,871 | 1,362 | 33.8 | 1,320 | 57.5 | 16,583 |
| | | 1950 | 4,588 | 22,243 | 26,831 | 3.2 | 46,341 | 2,744 | 1,325 | 32.6 | 1,264 | 57.1 |
| Pitts. & Lake Erie | 1951 | 3,156 | 9,387 | 12,543 | 8.8 | 52,691 | 3,509 | 1,917 | 51.9 | 517 | 14.0 | 28,826 |
| | | 1950 | 4,453 | 11,740 | 16,193 | 12.6 | 50,106 | 3,650 | 2,269 | 51.2 | 417 | 11.5 |
| Wabash | 1951 | 6,651 | 16,746 | 23,397 | 5.3 | 55,665 | 2,805 | 1,237 | 28.1 | 990 | 49.6 | 9,381 |
| | | 1950 | 6,415 | 14,735 | 21,150 | 2.9 | 54,101 | 2,654 | 1,160 | 27.5 | 1,095 | 56.2 |
| Baltimore & Ohio | 1951 | 40,067 | 54,356 | 94,423 | 5.3 | 41,608 | 3,079 | 1,559 | 38.9 | 938 | 37.1 | 14,680 |
| | | 1950 | 39,911 | 52,838 | 92,749 | 7.5 | 37,774 | 2,841 | 1,421 | 36.5 | 995 | 42.1 |
| Central of New Jersey | 1951 | 313 | 9,154 | 9,467 | 3.1 | 38,012 | 3,177 | 1,705 | 40.7 | 448 | 16.4 | 9,869 |
| | | 1950 | 580 | 8,935 | 9,515 | 3.8 | 37,253 | 3,078 | 1,606 | 39.2 | 403 | 15.7 |
| Central of Pennsylvania | 1951 | 1,256 | 3,380 | 4,636 | 20.2 | 41,425 | 3,093 | 1,699 | 41.1 | 813 | 28.5 | 18,529 |
| | | 1950 | 989 | 3,797 | 4,786 | 14.7 | 40,111 | 3,056 | 1,666 | 40.4 | 824 | 29.8 |
| Chicago & Eastern Ill. | 1951 | 1,463 | 3,538 | 5,001 | 5.6 | 39,948 | 2,576 | 1,294 | 33.0 | 1,164 | 49.5 | 6,325 |
| | | 1950 | 1,613 | 4,449 | 6,062 | 7.4 | 45,543 | 2,840 | 1,408 | 32.1 | 1,020 | 44.5 |
| Elgin, Joliet & Eastern | 1951 | 5,665 | 15,167 | 20,832 | 3.0 | 20,948 | 3,241 | 1,807 | 45.1 | 277 | 9.4 | 24,831 |
| | | 1950 | 5,402 | 13,531 | 18,933 | 1.3 | 21,017 | 3,676 | 2,105 | 45.4 | 356 | 11.4 |
| Pennsylvania System | 1951 | 95,160 | 123,612 | 218,772 | 6.0 | 48,518 | 3,211 | 1,626 | 36.1 | 778 | 31.6 | 16,756 |
| | | 1950 | 87,296 | 126,989 | 214,285 | 13.5 | 44,395 | 3,155 | 1,577 | 34.6 | 786 | 33.2 |
| Reading | 1951 | 10,607 | 23,344 | 33,951 | 3.9 | 37,017 | 2,907 | 1,613 | 43.2 | 639 | 22.2 | 15,935 |
| | | 1950 | 9,656 | 21,501 | 31,157 | 5.6 | 38,266 | 3,063 | 1,691 | 42.4 | 671 | 23.3 |
| Western Maryland | 1951 | 3,725 | 3,747 | 7,472 | 2.4 | 42,535 | 2,923 | 1,637 | 46.7 | 1,452 | 49.5 | 12,416 |
| | | 1950 | 4,504 | 4,003 | 8,507 | 2.0 | 41,427 | 3,056 | 1,693 | 45.2 | 1,270 | 44.4 |
| Chesapeake & Ohio | 1951 | 48,963 | 27,230 | 76,193 | 5.7 | 68,151 | 4,161 | 2,339 | 49.8 | 1,551 | 54.9 | 23,500 |
| | | 1950 | 42,936 | 31,642 | 74,578 | 4.9 | 61,325 | 3,788 | 2,100 | 47.0 | 1,430 | 53.0 |
| Norfolk & Western | 1951 | 30,894 | 9,051 | 39,945 | 1.9 | 68,729 | 4,349 | 2,392 | 49.7 | 1,645 | 56.5 | 30,068 |
| | | 1950 | 26,395 | 7,653 | 34,048 | 3.8 | 68,313 | 4,202 | 2,268 | 47.0 | 1,639 | 59.2 |
| Atlantic Coast Line | 1951 | 12,308 | 20,547 | 32,855 | 2.7 | 36,360 | 2,327 | 1,106 | 33.8 | 853 | 40.0 | 4,984 |
| | | 1950 | 10,350 | 19,641 | 29,991 | 3.2 | 33,448 | 2,105 | 992 | 32.0 | 847 | 40.5 |
| Central of Georgia | 1951 | 2,149 | 6,663 | 8,752 | 6.2 | 37,160 | 2,182 | 1,031 | 31.9 | 942 | 43.0 | 4,579 |
| | | 1950 | 1,868 | 6,771 | 8,639 | 4.1 | 31,385 | 1,840 | 864 | 30.7 | 964 | 45.0 |
| Gulf, Mobile & Ohio | 1951 | 3,020 | 12,627 | 15,647 | 3.0 | 61,468 | 3,356 | 1,612 | 31.3 | 1,142 | 50.3 | 6,133 |
| | | 1950 | 2,935 | 12,941 | 15,876 | 1.1 | 61,662 | 3,323 | 1,603 | 30.6 | 1,118 | 49.1 |
| Illinois Central | 1951 | 21,524 | 35,169 | 56,693 | 1.8 | 41,482 | 2,614 | 1,218 | 33.8 | 1,127 | 52.7 | 9,671 |
| | | 1950 | 16,236 | 36,286 | 52,522 | 1.9 | 45,715 | 2,688 | 1,268 | 33.6 | 1,304 | 59.6 |
| Louisville & Nashville | 1951 | 25,919 | 16,473 | 42,392 | 8.4 | 39,529 | 2,618 | 1,341 | 38.0 | 1,113 | 46.2 | 9,789 |
| | | 1950 | 29,819 | 15,871 | 45,690 | 9.8 | 37,685 | 2,446 | 1,256 | 37.5 | 1,043 | 43.0 |
| Nash., Chatt. & St. Louis | 1951 | 938 | 5,645 | 6,583 | 2.9 | 39,787 | 2,101 | 1,017 | 30.4 | 1,074 | 46.9 | 6,673 |
| | | 1950 | 1,061 | 4,723 | 5,784 | 4.1 | 38,374 | 1,916 | 912 | 30.0 | 1,090 | 49.1 |
| Seaboard Air Line | 1951 | 9,232 | 15,513 | 24,745 | 1.8 | 45,731 | 2,599 | 1,227 | 33.1 | 1,029 | 46.9 | 6,071 |
| | | 1950 | 8,478 | 15,573 | 24,051 | 2.1 | 40,854 | 2,377 | 1,110 | 32.1 | 1,027 | 48.2 |
| Southern | 1951 | 11,925 | 31,319 | 43,244 | 4.1 | 38,797 | 2,349 | 1,108 | 30.0 | 989 | 45.9 | 6,767 |
| | | 1950 | 11,885 | 28,490 | 40,375 | 3.2 | 35,721 | 2,177 | 990 | 28.4 | 1,055 | 52.4 |
| Chicago & North Western | 1951 | 18,234 | 34,835 | 53,069 | 4.1 | 41,198 | 2,808 | 1,286 | 32.5 | 742 | 35.5 | 4,991 |
| | | 1950 | 17,825 | 38,514 | 56,339 | 3.1 | 40,724 | 2,710 | 1,166 | 30.0 | 680 | 34.3 |
| Chicago Great Western | 1951 | 1,547 | 6,225 | 7,772 | 2.6 | 66,068 | 3,834 | 1,740 | 29.8 | 1,184 | 56.6 | 6,236 |
| | | 1950 | 1,110 | 6,895 | 8,005 | 2.6 | 70,353 | 4,073 | 1,926 | 31.7 | 1,409 | 62.4 |
| Chic., Milw., St. P. & Pac. | 1951 | 27,916 | 38,759 | 66,675 | 2.7 | 44,645 | 2,736 | 1,253 | 31.5 | 800 | 39.1 | 5,119 |
| | | 1950 | 23,994 | 44,629 | 68,623 | 2.3 | 43,036 | 2,737 | 1,244 | 30.9 | 884 | 44.1 |
| Chic., St. P., Minn. & Omaha | 1951 | 1,127 | 8,589 | 9,716 | 3.2 | 28,536 | 2,113 | 983 | 32.4 | 642 | 28.9 | 3,982 |
| | | 1950 | 1,114 | 9,074 | 10,188 | 3.0 | 28,763 | 2,144 | 984 | 31.5 | 669 | 31.1 |
| Duluth, Missabe & Iron Range | 1951 | 13,482 | 1,851 | 15,333 | 3.0 | 82,730</td | | | | | | |



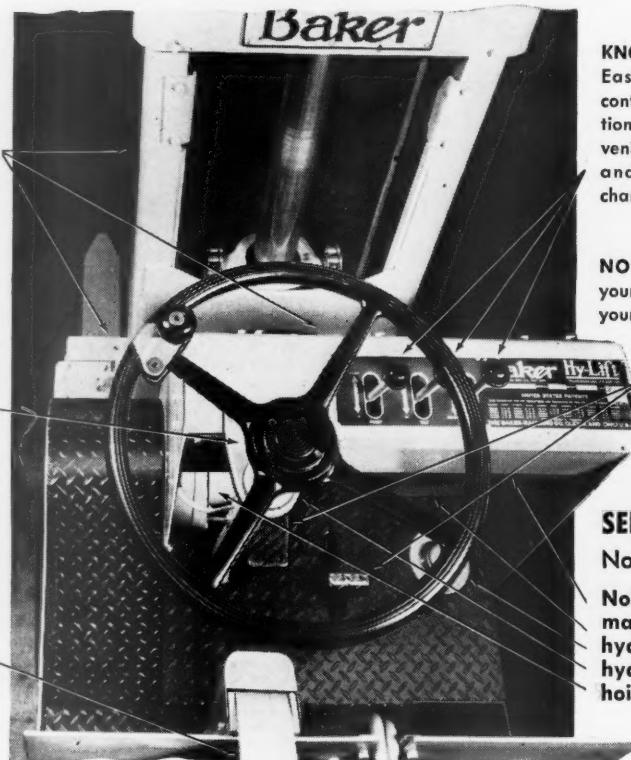
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MISTREATING THE I.C.C. IS A DISERVICE TO THE COUNTRY

In a fair-sized Eastern city, a recent referendum turned down a proposed wage increase for the local policemen—and immediately up went the number of "tickets" handed out for alleged infractions of traffic and other city ordinances. It is a perfectly human reaction that anyone with reason to feel himself underpaid and overworked should, either consciously or unconsciously, proceed to "take out" his resentment on somebody. Misery still loves company. It is, therefore, a great disservice to the railroads and other regulated transportation agencies—and to their customers and the country as a whole—that the Interstate Commerce Commission and its staff continues to be overworked, undermanned and underpaid.

No Parity on Salary

In 1910 an Interstate Commerce Commissioner was paid an annual salary of \$10,000, tax-free. To reproduce the purchasing power a commissioner then had, he would, today, have to receive \$32,500. Instead, he gets \$15,000. Of course, almost no salaried man today enjoys parity in purchasing power with his counterpart of 1910. (Stockholders suffer the same disability.) But, taking into account average gross income in other comparable and highly skilled professions and the far more difficult tasks imposed upon the I.C.C. in 1952, compared with 1910, surely a salary of \$25,000 a year would be conservative reward for a man of the desirable caliber and experience. Salaries sufficient to attract and hold men of great ability in such responsible positions would be a bargain for the country—and adequate pay is necessary because there is none of the glamor to these jobs that affords an added attraction to the positions of elective officials.

As this paper has pointed out heretofore, while most of the rest of official Washington is overflowing with people and money, the I.C.C. is suffering the dry rot of

niggardly appropriations and large staff reductions. It has 28 per cent fewer people on its payroll than it had 10 years ago—in the face of a large increase in the duties imposed upon it by law. The commission has had to meet monetary inflation with an appropriation for the current fiscal year only 12 per cent higher than in 1940; and hardly any more is proposed in the new budget.

Humiliation of Personnel

On top of the legislative weakening of the commission by parsimonious appropriations, the Civil Service Commission has, with seeming deliberation, humiliated its personnel. Not long ago, for instance, Civil Service held that 12 of the I.C.C.'s most experienced examiners were not qualified to become "hearing examiners" under the new Administrative Procedure Act, although greener men were approved for higher-salaried posts in other agencies and departments. That Civil Service later changed its mind could not be expected to do much to restore confidence in their future to I.C.C. personnel. Last December, the executive committee of the Association of I.C.C. Practitioners warned:

"The Civil Service Commission proposes, upon expiration of a limited prescribed period, and as a result of a post audit recently conducted, to down-grade several veteran I.C.C. employees, to reclassify others in such a way as to lessen their professional prestige, and to freeze the promotion possibilities of numerous others by unrealistic appraisals of certain key positions."

The persecution of the I.C.C. by the Civil Service Commission contrasts strongly with its complacency toward flagrant "empire building" in the executive departments. The fact that Civil Service singles out the country's oldest and most respected independent administrative agency—about which there has never been a hint of scandal nor any supportable charge of "feather-

bedding"—is mighty suspicious. Have the "planners" made up their minds to discredit the independent tribunals and thus prepare the way for transfer of power to the executive department?

What ails the commission is clearly symbolized by the plight of the Bureau of Formal Cases, dramatically reported in the December "I.C.C. Practitioners Journal" by Warren H. Wagner. A large proportion of the bureau's staff have spent their entire adult lives with the I.C.C. Every shipper and transportation agency depends upon the examiners of this bureau for intelligent and expeditious handling of important cases. More important, from among these examiners the individual commissioners draw their personal advisers. They play a crucially important role in the quality of I.C.C.'s final decisions. Although the jurisdiction of the I.C.C. has been extended widely since 1930, the number of examiners in the Bureau of Formal Cases declined from 145 in 1930 to 71 in 1951—more than half. Recent years have seen the loss, by death, retirement or resignation, of a large number of examiners who can't be replaced, because of insufficient appropriations. A smart youngster could hardly be expected to aspire to an I.C.C. examiner's job. Of the 71 examiners, 28 are 60 years of age or over; 15 are between 55 and 59; and only 28 are under 55. Mr. Wagner warns that, "Within a few years a majority of the present personnel will be gone."

As the staff dwindles, it must "rush from one half-completed task to another, with mounting delays, and the parties justifiably clamoring for decision." This deterioration may be expected to "lead to anguished cries for a change. Thus the stage would be all set for 'the planners'."

All Suffer

The railroads and their customers suffer directly from any loss in the I.C.C.'s strength, intelligence, spirit, or prestige. Wholesale remodeling of transportation regulation to accord with present-day absence of monopoly (as, for example, elimination of the Fourth Section and its red-tape) would reduce the I.C.C.'s need for personnel. It would accomplish the right kind of government economy—enabling present or even fewer numbers at more attractive salaries to do a far better job at little increase in total expense.

The commission has suffered plenty of criticism in these pages, especially for its slowness in dealing with rate questions and its myopia in appreciating the railroads' desperate need for compensatory earnings. This criticism will continue as long as occasion exists for it. At the same time, there needs to be much wider recognition of the probability that the commission's shortcomings are, to a large degree, an effect, rather than an instance of original sin. Human behavior is the resultant of environment as well as of inherent qualities. Shippers and transportation people could put forth a good deal more effort than they have yet done in demanding for the commission and its staff an environment—

especially in salary and reduced work-load—which would be conducive to higher-quality performance.

Such endeavor to secure more comfortable circumstances for the federal regulators should not, of course, preclude effort on their own part to improve the quality of their performance, despite all obstacles. Failing evidence of such effort by the regulators, people are going to be only too easily tempted to the conclusion, however poorly the regulators may be faring, that "they're getting all they're worth." God forbid that such a "vicious circle" develop, where pay is kept low because performance is unsatisfactory, while poor pay and overwork induce progressively still poorer performance!

AMATEUR VS. EXPERT

The recent exchange which took place between President William T. Faricy of the Association of American Railroads and Defense Mobilizer C. E. Wilson with respect to the urgency or lack of urgency of the need of the railroads for freight cars seems to fit a pattern which is frequently observed in Washington. No one human mind, regardless of its magnitude, can possibly encompass in a year all the myriad of details involved in the production of thousands of commodities. The man who has this responsibility thrust upon him, as Mr. Wilson did, must unavoidably lean heavily on the advice of his staff, who may or may not know what they are talking about.

As reported in the January 21 issue of this paper, Mr. Wilson, testifying before a joint congressional committee on defense production, characterized Mr. Faricy's opinion that the allocation of 5,000 freight cars a month during the second quarter would little more than take care of the retirements as "the bunk"; and said that, when the railroads and shippers "quit holding cars as storage vessels," he will have more sympathy with those who think a reduction in freight-car production will cramp industry.

There were continuous car shortages throughout 1951 and they were serious. Had industry been working overtime loading and unloading cars over week-ends, the shortages would probably have been less severe. But industry was not doing so and probably will not do so until the defense program takes on much more of an emergency aspect than it has yet. If and when that aspect presents itself and all industrial activities go on the longer week, additional goods will then be produced. How far under those circumstances will the shorter turn-arounds reduce car shortages? In this instance, Mr. Wilson seems to have been leaning for advice upon subordinates of rather meager competence. A little wider inquiry among informed people would quickly convince him that there is no agency on the continent with greater knowledge of car supply than the organization Mr. Faricy heads.



A view of the freighthouse floor from the telephone checking office.

Frisco leaves scarcely a vestige of conventional freight-handling at Springfield; new trucks and pallets add speed, economy

Upwards of 40,000 lbs. of l.c.l. freight per working day is being handled by each two-man team working under the St. Louis-San Francisco's new freight handling system just put into service at its Springfield, Mo., freighthouse. In a test period preceding elimination of the "gang" system of freight handling, each of the new two-man teams—working with new equipment and methods—handled as much, or more, freight than was being handled by three-man "gangs"—working with conventional mechanized equipment.

Installation of this new system is the second major improvement in freight handling which the Frisco has installed in its Springfield freighthouse within one year's time. The first improvement—inauguration of centralized telephone checking—was described in *Railway Age* of December 5, 1951. The improved productivity resulting from the new handling system just installed is, therefore, actually the second "lift."

The 2,000-lb. pusher truck and pallet can be used to handle almost any freight that needs to be moved around a freighthouse—including small packages and oddly shaped freight which does not readily lend itself to mechanical handling. The pusher trucks are equipped with multiple, fully-tapered, chisel forks. About 20 per cent of railroad l.c.l. can be handled without the use of pallets, simply by sliding the forks under the freight,

taking it to the outbound car, placing it on the floor or on top of previously stowed freight and withdrawing the forks. A car-to-car transfer of certain kinds of freight can be accomplished without any manual handling whatever. On other types of freight the "picker" inside the car will stack several large pieces on the floor where the chisel forks can get under them. With small packages and other types of freight, a patented steel pallet is used.

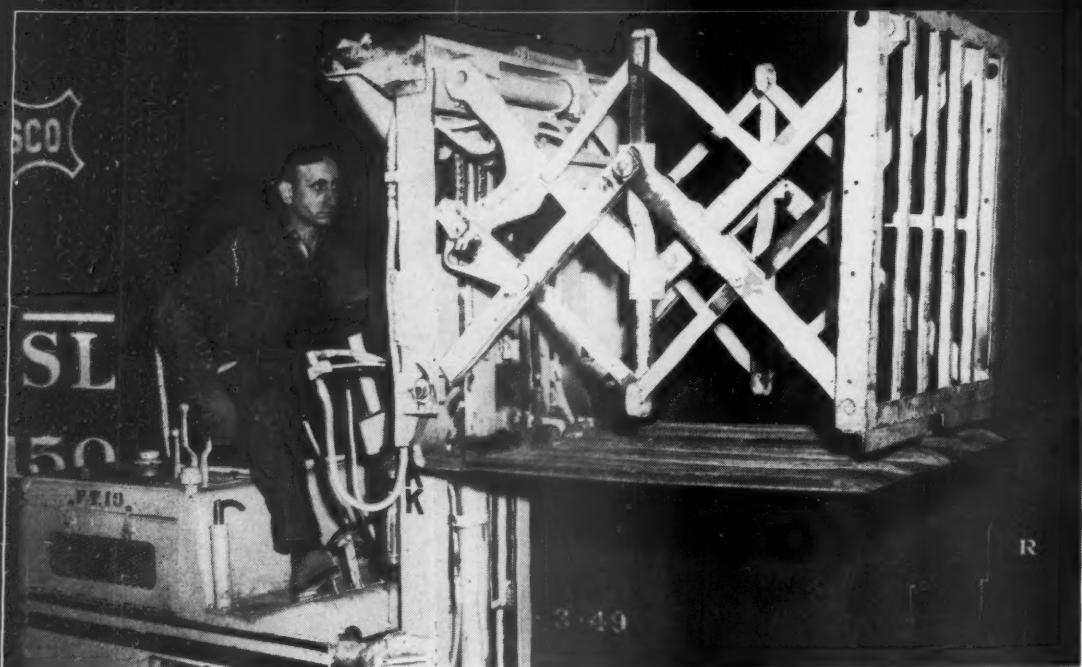
Patented Pallet

The most unusual feature of the new handling system is the "take-it, leave-it or retain it" pallet, designed and patented by V. B. Gleaves, superintendent of stations of the Frisco. This pallet is designed so that:

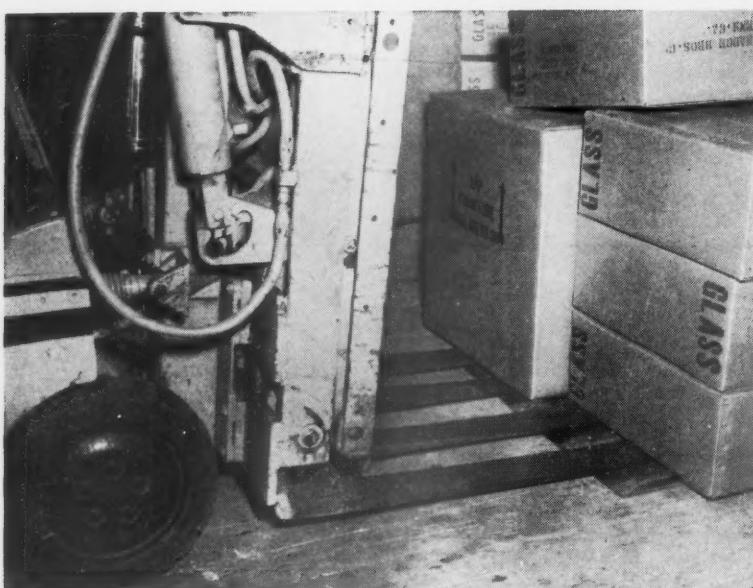
- (1) Lading may be picked therefrom with a fork truck, leaving the pallet behind, or
- (2) Pallet may be lifted together with its lading, but retained on the forks when the load is mechanically stowed, or
- (3) Pallet and load may be set down together.

Springfield is a major break-bulk and transfer point, with considerable movement of freight from car to car and truck to car. Prior to the inauguration of this new system, three conventional fork trucks, 26 four-wheel floats and 21 mechanized burden carriers were used for this work.

Now the bulk of the work is handled with eight Clark "Clipper-Pusher" fork trucks equipped with 36-inch (usable length) chisel forks capable of being raised to a 6-ft. elevation. In actual practice it has been found these trucks, together with the new pallets, can handle almost all merchandise passing through the Frisco's Springfield freighthouse. All but five of the mechanized



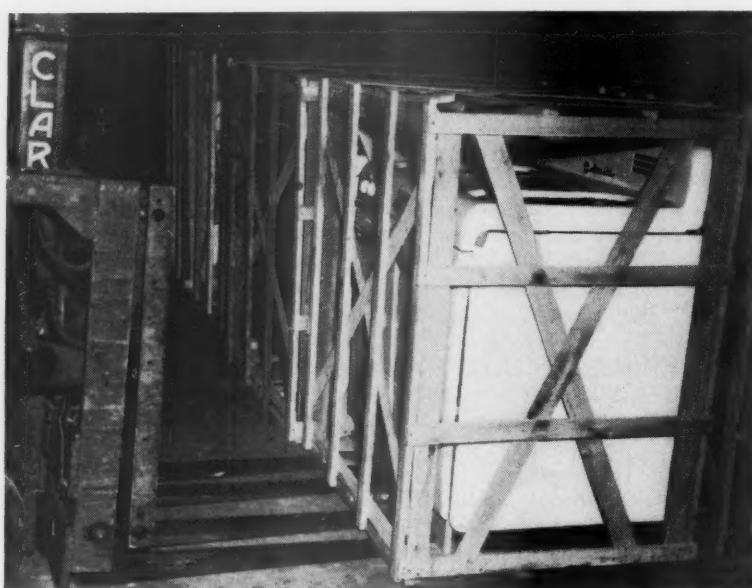
"Clipper-Pusher" fork truck with rack fully extended, showing details of the "take-it, leave-it or retain it" pallet. The top of the pallet has ribs which raise the shipment so that forks may be inserted between the pallet and load. A retaining clamp on the truck engages a rolled edge of the pallet to hold it in place on the forks while being withdrawn from under the load. The retaining clamps are operated from the driver's seat.



When freight is being unloaded, it is placed on the pallets by "pickers" in the car or truck. The forks may be inserted under the load, leaving the pallet.....



.....Or they may be inserted under the pallet, taking pallet, load and all. The picker is "calling" the shipment to check clerk.



Just to prove how tenderly the pusher truck can handle fragile loads, this porcelain enamel stove purposely is being handled incorrectly—with the forks inserted crosswise to the bottom runners of the crate.....



.....and being set down on top of other crated stoves, gently and easily, with no rough handling and no damage.

burden carriers and one of the conventional fork trucks have been moved to other stations.

Fifty steel pallets are ample for all the car-to-car transfer and city outbound freight at the Springfield station. So, although the unit cost is high as compared with wooden pallets, the initial outlay is less, because a few steel pallets go a long way. It is estimated that 300 to 500 standard wooden pallets would be needed for the same work.

The push-off method of stowing is exceptionally gentle. In fact, the load is not actually pushed off the forks or pallets—it is held in place with the pusher face, while the forks are withdrawn.

The "Clipper-Pusher" trucks have a 2,000-lb. rated capacity, with an effective capacity—when equipped with the hydraulically operated pusher mechanism—of 1,200 lb. at 15-in. centers from face of rack. Although pusher trucks with 24-in. centers are available, the extra capacity is not considered necessary for this operation as a 4,000-lb. capacity standard fork-lift truck is available.



The pallet and pusher truck can be used for awkward loads which do not easily lend themselves to mechanical handling, such as this corrugated metal or



A load of bagged material is easily placed on top of previously stowed loads. Freight is held in place by pusher while truck backs away.

The Frisco's centralized checking system was the first step in breaking up the "gang system" of handling freight, and the signal system now in operation at Springfield is the final step. Pickers, inside cars or on the platform, display a signal when they have a load ready for a fork-lift truck. The eight fork-lift trucks are not assigned to individual pickers but stop at the first displayed signal.

The object of the signal system is two-fold. First, it eliminates waiting time—i.e., the fork-lift truck operator no longer waits for a pallet to be loaded, checked and marked, nor does the picker wait for a fork truck to make a long run and return to the same car. Second, it materially increases the loaded haul as compared with empty haul.

Under the gang system, one-half the travel distance was empty haul, whether fork trucks, burden carriers or hand trucks were used.

Due to delayed deliveries of electrical equipment, the present signal system is a product of expediency. It con-



. This stack of wired-together tires which can be moved directly into the freight car and placed in position.



Red wooden semaphore in "down" position directs "pusher operator" to stop his machine at the car where "pickers" are waiting with a load. Semaphores are an expedient until replaced by electric signals.



Large single packages, drums and rough freight are usually handled without pallets. In these cases it is occasionally necessary for the "picker" to tilt the package slightly, making it easier for the forks to get under the load.

sists simply of red wooden semaphores to which are attached small ropes. The picker inside a car pulls the rope to lower the semaphore, thus indicating a stop. The pusher operator who answers the call raises the semaphore to an upright position.

Eventually, the signal system will consist of a colored light on each of the platform posts where telephone plug-ins are located. Each of the telephone receivers will be equipped with a switch to enable the picker to turn on the colored light. The present telephone cord will be supplanted with a four-wire cord making connection both to the telephone plug-in and the signal light.

Inbound Operation

The majority of city inbound shipments — which amount to less than 20 per cent of the total freight handled — are received in straight city cars which are spotted adjacent to warehouse doors. This freight is loaded on wooden pallets. The small amount of city inbound unloaded on the transfer platform is also loaded on wooden pallets, pusher trucks place the wooden pallets on four-wheel floats and these floats are handled in trains to the warehouse.

One standard fork-lift truck is assigned to the warehouse to handle wooden pallets. The standard lift truck is assisted during early morning rush hours by two pusher trucks.



EVERYTHING FROM HAND SHOVELS to track cranes and bulldozer-equipped Caterpillar tractors was used by the Southern Pacific to release its streamliner, "City of San Francisco," which was snowbound for a week in the middle of January on the road's high line over the Sierra mountains (Railway Age, January 21, page 51, and January 28, page 14).

The storm, which temporarily halted service on the S.P.'s "Overland" route between San Francisco and Ogden, Utah, was described as "the worst since weather records have been kept," with winds reported to have exceeded 100 m.p.h. and snow reaching a depth of eight feet on level ground, with drifts said to have been more than 40 feet in height.



Here's the Wilkes-Barre, one of the Lehigh Valley's four diesel-powered tugs. The tug is fueled once a month. Towing comparable loads, this tug halves the time required by a steam tug to make a given run.



New York Central tug towing a covered barge is silhouetted against the skyline of lower Manhattan. The capacity of barges is about 250 tons. Some barges are refrigerated or heated for handling perishable freight.

How the Railroads' "Navy" Moves the Freight In New York Harbor

The Port of New York, which has the largest water area of any U. S. port, is served by 11 Class I railroads, only one of which has direct rail connection for freight operation in and out of Manhattan, although several roads have direct connections with others of the city's five boroughs. Freight bound to or from Manhattan is floated between piers on either the Hudson—or East rivers and piers on the New Jersey shore, where most of the carriers entering the harbor area terminate, or piers in other boroughs.

This floating operation includes two classes of service which the railroads perform: (1) Transfer of cars loaded with freight to the various railroad freight stations in the harbor area or to connecting railroads; and (2) transfer of freight between railroad piers and steamship piers, warehouses or contract terminals ("public landing places") either in the original freight car or in some form of vessel. This latter service is known as lighterage, and generally is provided free of additional charge (i.e., included in the line-haul rate) if the shipment is destined to a point within the free lighterage area defined in Agent Boin's (Trunk-Line) Freight Tariff 116-E (I.C.C. A-931). Providing these two services requires the railroads in the New York harbor area to operate a navy consisting of about 1,500 pieces of floating equipment.

In order to interchange cars with each other or to get cars to destinations (including their own freight-houses) in the harbor area, the railroads use tugs and car floats. Each car float carries anywhere from 8

to 20 cars. Just one of the larger interchange movements, that between the Pennsylvania at Greenville, N. J., and the New York, New Haven & Hartford at Bay Ridge, N. Y., involves on the average 900 to 1,000 cars per day, or about 58 float loads. As many as 200 cars per day are regularly moved by car float to and from a number of the freighthouses.

Trend to Diesels

Just as most roads in the area are dieselizeing their road freight service, the steam tugboats formerly used in railroad freight service in New York harbor fast are being replaced with diesels. One Erie operation will serve as an example of the effect of dieselizeing. That road floats cars from Jersey City to its station at 149th Street in the Bronx, and must carry back to Jersey City cars loaded at that terminal. This requires a trip down the Hudson (or North) river, around the tip of Manhattan, thence up the East river and into the Harlem river.

When a steam tug was used it made the run to the Bronx and waited there to take the float back to Jersey. The diesel, much more powerful, runs from Jersey City to the Harlem, drops its floats, goes elsewhere to do other work, returns for the floats and makes the return trip to Jersey City, all in eight hours. Then, as soon as the tug arrives at Jersey City, another crew gets aboard and works the tug for another eight hours, etc. The rail-



Gantry crane at Delaware, Lackawanna & Western docks at Hoboken, N. J., loads a steel scow with export freight.

roads get 'round-the-clock service from diesels, where the steamers had to make frequent layovers.

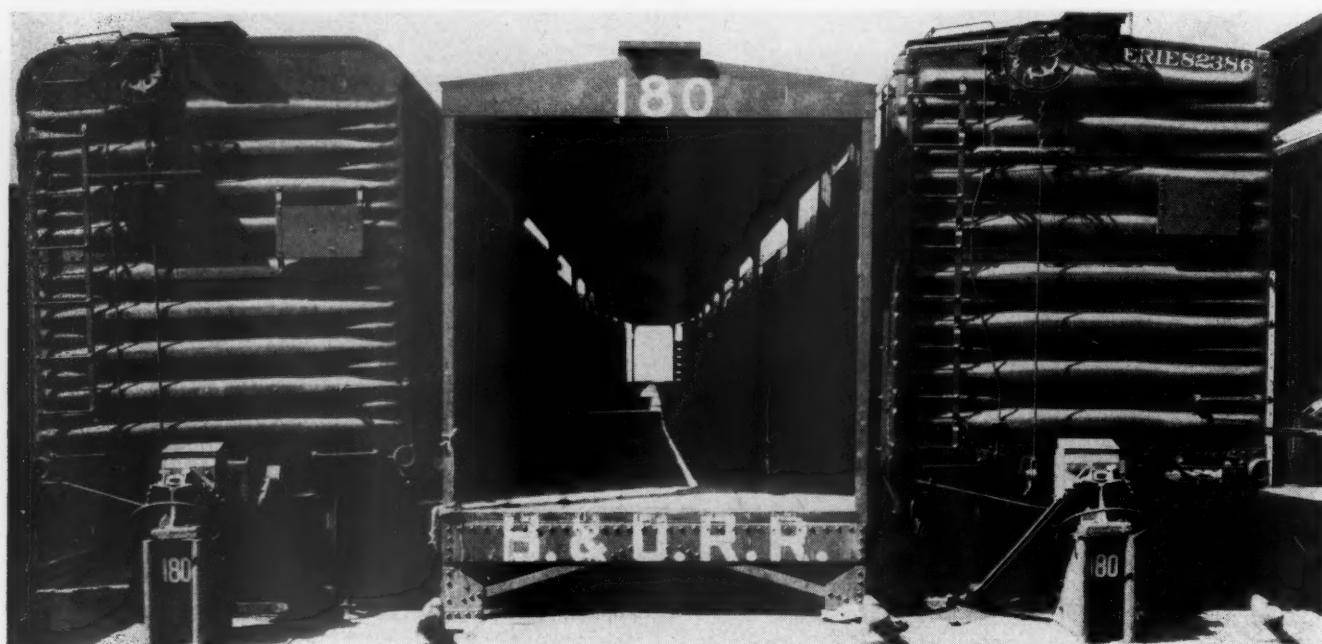
The same cooperation exists between the railroads in the harbor as exists elsewhere. For example, if the New York Central has only one float load of cars to go to the Long Island, it will notify the other carriers. If other roads likewise have partial movements ready, then on the way to the Long Island the N.Y.C. tug will pick up a float for the Long Island that may be waiting at the Erie; Delaware, Lackawanna & Western; Lehigh Valley; Central or New Jersey or Pennsylvania. Such practices are made easy through the use of radio and a belt telephone line which connects all of the carriers in the harbor.

Modernization Programs

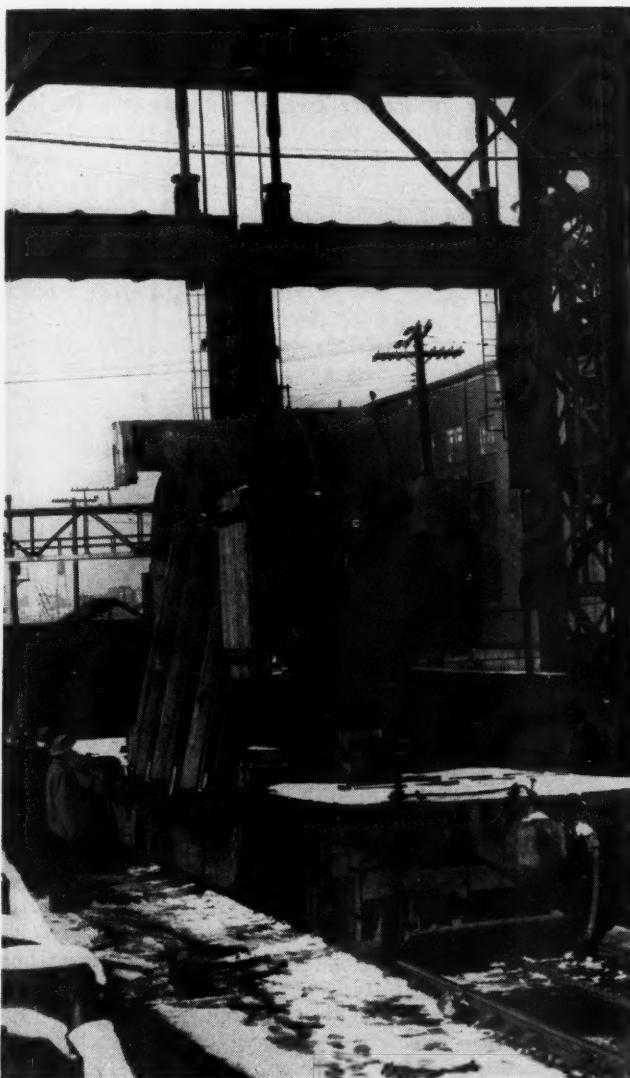
Tugs are not the only equipment being modernized in the railroads' navy at New York. Not too many years ago practically all of the car floats were of wooden construction. The floats of at least one railroad will be 100 per cent steel next year, while other roads' replacement programs are in various stages of completion. Radio equipment now is general in the harbor, and some roads have equipped tugs with radar to facilitate operations in bad weather.

Though a large number of cars are ferried around the harbor, most of the railroads' floating equipment is designed for use in lighterage. Aside from tugboats and car floats, about 67 per cent of the equipment is designed especially for lighterage service. This equipment consists of lighters, barges—plain and refrigerated—grain boats and scows. Generally speaking, scows and open deck lighters handle the rough freight, while the high-class freight is transported from the lighterage stations to steamship piers, etc., in barges and covered lighters. This is a major operation. In 1949, for example, railroads in New York harbor handled in lighterage service about 20,000 to 25,000 tons of general freight per day, exclusive of coal and grain.

Lighterage operations are in some respects quite complicated, and are dealt with in one of the more



A Baltimore & Ohio steel car float with covered gangway. Floats such as this one are used in shuttling I.C.I. cars to and from the mainland.



A "high and wide" load is shoved through the Erie's float bridges at Jersey City onto a car float. Float bridges connect shore and ship, can be raised and lowered to meet tides.



On extra-heavy loads railroads sometimes require the services of special equipment such as that belonging to Merritt-Chapman & Scott Corp.



At Pier 7, Weehawken, N. J., the New York Central maintains a 2-million-bushel elevator for export grain.



Floating equipment requires repairs, too. Here's an Erie tug in that line's floating dry dock.



Much of the freight handled by carriers in the New York harbor area can be made into unit loads. One road alone has a fleet of 57 fork lift trucks, in addition to other mechanical handling equipment, for carload and l.c.l. business.

voluminous railroad tariffs. For example, export freight which is to be lightered to a steamship pier must be billed to the proper station by the shipper or origin agent. (If this is not done the shipper may be assessed, at the minimum, a sizable reconsignment charge per car.) Since, generally, carload export freight is booked for a specified sailing date from the steamship pier, even before it reaches the railroads' lighterage terminal, such a mistake can prove costly indeed, since the connection may be missed due to freight going to the wrong station. If the connection is missed storage charges will have to be paid, perhaps for periods of a month or more, the shipper will have to get a new steamship permit, and the letter of credit may be canceled. Altogether, a lot of trouble can follow a missed connection. Since about 90

per cent of lighterage is for export, the importance of accurate billing of lighterage freight to the proper rail station is evident.

On each car of export freight entering the harbor two free deliveries are permitted, i.e., portions of the load may go to two different steamship piers. Occasionally shippers order three or more deliveries. The third, fourth and other deliveries are made subject to a minimum charge for each of the additional lighterage deliveries. However, some shippers gladly pay for the extra deliveries since the cost is lower than it is when a trucker performs the service.

Extra Handling Charges

Another rule with which shippers and origin agents occasionally have difficulty is the one that states that individual pieces weighing three tons or more are subject to an extra handling charge, with one charge, on a per ton basis, for pieces up to 20 tons, and another and higher (per ton) rate on pieces whose weight is greater. For domestic delivery the charges are somewhat higher than those on export freight.

Sometimes, in order to escape the charge of heavy lifts the shipper may elect to have his freight loaded to or from the steamship out of or into a railroad car which is brought to the ship's side on a car float. This is permissible under the tariff without extra charge only if six or more cars are delivered to shipsides for loading or unloading. If six cars are not on the float the shipper may elect to pay a deficiency charge.

Generally speaking, bulk commodities are not handled in lighterage, free or otherwise, unless in quantities of 50 tons or more. Such movements, while not too frequent, occur often enough to merit attention. At present, for example, some ore is brought into New York harbor by ship and is transferred to open-top cars on car floats which are tied up alongside the ship.

Grain is one bulk commodity which, in quantities of 4,000 bushels or more, does move through New York lighterage free. It is handled from cars or elevators to steamships in special grain boats. Railroads in the harbor operate 37 of these boats, which are supplemented with rented equipment during the seasons of peak traffic. The capacity of these railroad-owned grain boats ranges between 15,000 and 40,000 bushels.

WHAT PRICE "BARGAIN" TRANSPORTATION?

"Today the buyer of transportation does not have a true freedom of choice. He may select what looks like the best buy, but when all the additional costs of subsidies are taken into account, he may actually have selected the most expensive and least desirable form. For the good of transportation, his choice should always be the relatively efficient — as against the relatively inefficient. Subsidy makes it almost impossible for him to choose intelligently.

"If the railroads go under as the result of reckless government spending, they would not disappear in favor of other forms of transportation. The country would still need them. The next step, therefore, would be the nationalization of railroads, just as it happened in England.

"The ghost of socialism could rise from its grave if our railroads — because of a starvation diet — failed to operate efficiently. The government ownership boys would again start a hue and cry. The drift toward socialism in this country would become a swift current. First would come government subsidies to keep the railroads operating, followed inevitably by nationalization.

"Who doubts that once railroads are nationalized the

shipper would soon lose his free choice to select carriers and routes? Who doubts that competing forms of transportation would next be nationalized, for government-operated railroads could not meet competition of independent, private-ownership competitors?

"In short, the railroads are the bulwark against socialism. If they stand strong and independent, socialism cannot get a foothold in transportation.

"I do not contend that railroads should have — or deserve — all the traffic. There is a good deal of traffic that justifiably can be routed against them. I merely contend that subsidy should be destroyed, for it is endangering not only the railroads of America, but the whole fabric of American life.

"Traffic management cannot sit passively on the sidelines. The fight is yours as much as it is ours. It will not be easy to defeat subsidy. No one likes to be accused of shooting Santa Claus. But the staggering federal deficit cannot endlessly go piling up and up until it destroys America." — Wayne A. Johnston, president of the Illinois Central, in a recent address to the Traffic Club of St. Louis.

Making an "Unnecessary Railroad" An Asset to Shippers and Its Territory

The renovating Monon is also earning some money for its stockholders, and is in shape to earn a lot more if its rising traffic trend can be maintained

When the Monon passed from reorganization into the hands of its present management, on May 1, 1946, and after obligations created by the revision of its capital structure had been paid, it had about \$9 million in cash, but not much of a railroad. Indeed, in the words of the late E. J. Engel of the Santa Fe, who looked over the property at the time, about all there was to it was "a right-of-way and a franchise"—hence a lot of the money in the bank would have to be put back in the property to make it a railroad capable of providing dependable service.

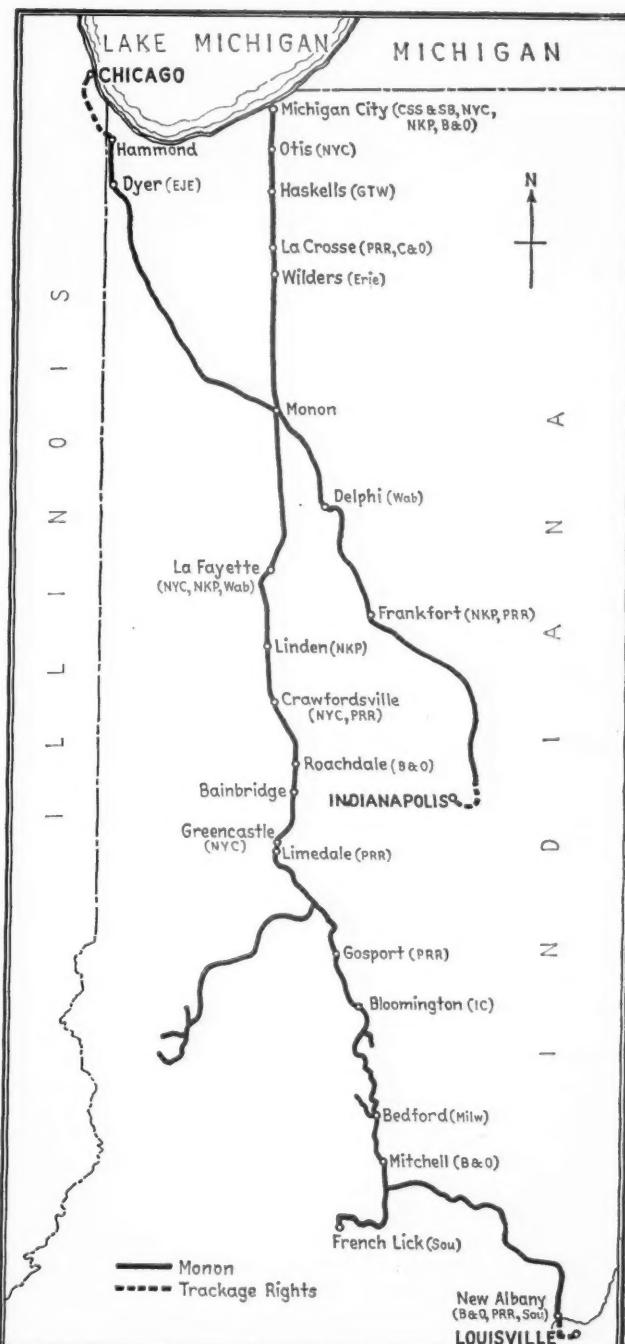
The property at that time stood in about the same relative position in public esteem that it did physically, since, unlike most bankruptcies, the Monon's had not witnessed noteworthy progress in the rehabilitation of the property.

What follows is not an unqualified "success story"—because, while the Monon put available cash back into the property to make a real railroad out of it, and quickly recouped its reputation with shippers and the public, the cash register for the owners has not yet rung as loudly as it should have. But conditions are shaping up so even that could happen. Not bad at all for a property which took such a licking in two main items of revenue (coal and stone—the originated tonnage of the former having declined more than a half and the latter almost two-thirds in a period of twenty years). Moreover, by its bankruptcy, the Monon had lost a controlling ownership which had the ability to channel connecting-line traffic its way, and a financial incentive for doing so.

Territory Is Fundamentally Good

The territory is fundamentally a good one traffic-wise, but there are plenty of competing lines, all with much easier grades. The Monon, single track throughout, is a relatively easy-grade railroad north of Bainbridge—the mid-point between Chicago and Louisville, but south of there the ruling grades get close to 2 per cent (including the addition of the grade equivalent of sharp curvature). Diesel locomotives, however, have largely overcome the light loading of trains, and the multiple engines which such grades used to necessitate.

To get this property turned around and going the right way, plainly, was going to take some doing. There are hardly any shippers who use the Monon because they have to. The Monon management was determined to do all within its power to provide the kind of service which would be competitively attractive; and, to turn the property physically into a "real railroad," there was spent—between May 1, 1946, and September 1, 1951—\$30 1/4 million on maintenance and just a little less than



The map shows the C.I. & L.'s three principal termini—and each connection at intermediate points where 1,000 cars or more are interchanged yearly.



Monon's top traffic salesmen—President Barriger and Vice-president Brown.

\$19 million on capital improvements. The company still retains about \$4 million of working capital.

No railroad in the country—large or small—has done more by word and deed in the years since the war than the Monon to ally itself with the interests of its shippers and the communities it serves. This alliance has been proclaimed through skilled publicity by a management with an instinctive talent in that art—and the union has been consummated (1) by high-ratio expenditures for maintenance and capital improvements; and (2) by assiduous attention to the provision of dependable service for patrons.

The Monon was a little railroad in 1945 and it is still a little railroad—but it is a lot bigger today, relative

to the total railroad industry, than it was five and a half years ago, when the present management took over the reorganized company. In 1945 the Monon performed less than 14 hundredths of one per cent of the nation's railroad freight traffic (revenue ton-miles). In 1950 this ratio had climbed to 20 hundredths—indicating that the Monon in this brief span had increased its stature 40 per cent, in its relative position among freight-carrying railroads.

Chart 1 shows how for years the Monon's relative importance as a freight carrier was on the decline. The drop was unrelieved, except for a slight respite from 1934 to 1936, from 1928 on—but a dramatic turn came with 1946 and has continued ever since. Chart 2 tells the same story in terms of dollars. It shows the operating revenues of the Monon and all Class I railroads in each year 1926 to 1950, in per cent of earnings in the wartime peak year 1944. In 1950, for instance, Monon's gross operating revenues were 46 per cent above the wartime peak (1944), while those of the Class I railroads as a whole were less than 1 per cent above those of 1944. In October of 1951 the Monon's operating revenues were almost three times what they were in May 1946, when the present management took over.

Not Due to Magic

Improvement in position relative to the industry as a whole has not come by magic, but by outlays which also have been in striking comparison to those of the industry as a whole. For instance, note Chart 3, which shows the Monon's gross capital expenditures in ratio to those of the railroad industry as a whole. Back in the 1920's Monon's capital expenditures ran from 12 to 33 hundredths of one per cent of the railroad industry's total. In the 1930's the Monon ratio sank to below half what it had been in the preceding decade. There was a pick up

What They're Saying . . . About the Renovated MONON

AN ON-LINE SHIPPER

"The progress of the Monon Railroad during the past five years from a dilapidated and undependable carrier to a modern and efficient transportation system has been phenomenal.

"Since January 1947, the date of completion and occupancy of our present facilities, we have been served exclusively and efficiently by the Monon. Dependable overnight schedules applying between all points served by this carrier, plus the close cooperation afforded by their interested departments, has been of valuable assistance in solving numerous rail transportation problems."

E. R. KIEFNER
Vice-President, Gunnison Homes, Inc.
New Albany, Ind.

A NEW ON-LINE INDUSTRY

"As a native Hoosier and living within whistle distance of the Monon, I have been able to observe the new and optimistic note in the attitude of Monon employees, and

sense that the enthusiasm of Mr. Barriger has permeated down to the last man at the end of the line.

"Our company shares this feeling of confidence in the management of the Monon, and as a result has arranged for our new plant near Lafayette to be served by the Monon. Track has been laid into this 370 acre site, and very soon we expect a long and lasting association with this up-and-coming railroad to get into full swing."

CHARLES T. COY
Traffic Manager, Eli Lilly & Co.,
Indianapolis, Ind.

AN OFF-LINE SHIPPER

"Before John Barriger took over the Monon, I can frankly say that we were most nervous about routing any traffic over this line, and we were giving them only about 20 cars per year. In 1951 up to the end of July we had given them 755 cars. Shortly after the present management took over they put the pressure on me pretty heavy to give them some of our traffic. I was very hesitant about doing this, but in a year or so, after taking a trip over the Monon, I was much impressed with the way in which they had built the line up, and decided that I would greatly increase their traffic.

"The service is excellent, their handling is 100 per cent and they are most alert at all times, advising us of any damage to paper on arrival at destination. They have a most capable claims department and it is my

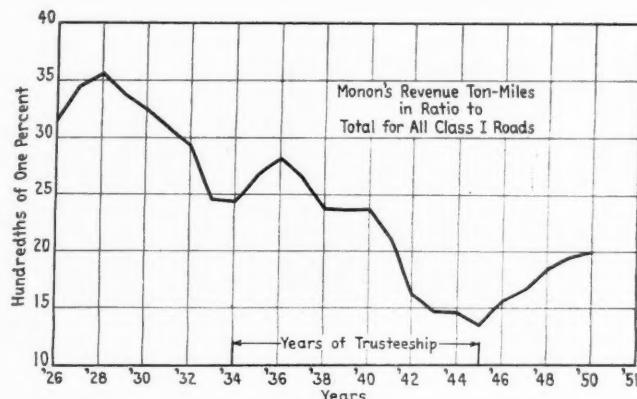


Chart 1—Monon's relative position as a freight carrier is rising again, after a 16-year decline.

to "normal" in 1940-42, with a fall to a level of retrenchment in 1943-45—and then a zoom upward to a peak thrice as high as that of the 1920's with a return by 1950 to a more moderate level.

The most spectacular aspect of the Monon's physical improvement has been in its equipment, set forth graphically in Chart 4. The road has been completely dieselized and, in this operation, reduced the average age of its locomotives from almost 26 years, when the present management took over, to less than 4 years at the end of 1950. At the end of 1945 the Monon had 88 locomotives, only 8 of them diesels. At the end of 1950 it was handling a much larger traffic with less than half as many locomotives—only 41 in fact—all of them diesels. In the same five-year period it acquired 1,200 new freight-train cars and retired 1,741, thereby reducing

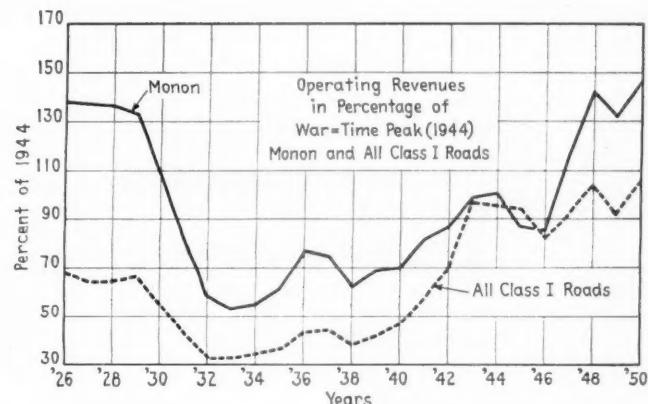


Chart 2—In relation to its wartime peak, C.I. & L.'s current operating revenues are notably higher than average.

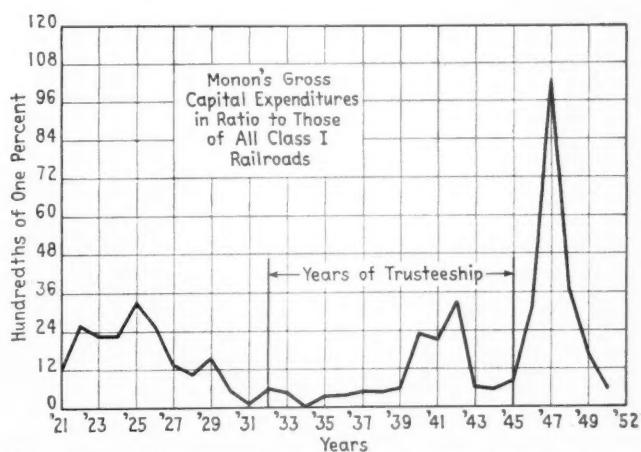


Chart 3—Capital expenditures were unprecedentedly heavy for about three years but are now about "normal."

pleasure to increase their traffic monthly when we can do so. Messrs. Barriger and Brown are able men and deserve every car a shipper can give them."

J. O. MCKERROW
General Traffic Manager, Abitibi Power & Paper Co., Toronto, Ont.

A PROMINENT CITIZEN IN MONON TERRITORY

"Down here in southern Indiana we refer to the stages of the Monon as BB and AB, Before Barriger and After Barriger. In the BB days the Monon was commonly known as the god-damn Monon. In the AB days, the name has been shortened to simply Monon, and there is a definite ring of respect, almost of obeisance, in the very name.

"Shortly after Barriger became president of the line, he came to our community and made a splendid speech—too long of course as all his talks are—but it was packed full of enthusiasm, interest in this area, and plans for the future. The realization that Barriger was not just talking began to dawn soon afterwards when he called on a few shippers, when he got pally with the workers, when he dropped into this newspaper to air his views.

"In 1947 when the Monon had its Centennial, there was genuine enthusiasm all up and down the line. Mrs. Barriger has accompanied her husband on several trips

to southern Indiana and it would be good accounting to list her among the Monon's assets.

"The rest of the story is well known—diesels, increased traffic, increased earnings able to keep ahead of the union demands and still improve the railroad. About one more pay bump, however, could push the Monon back into its accustomed red ink, but maybe this unhappy situation can be averted with a little greater vision about railroading in certain circles.

"One thing the people here especially like about John Barriger, he will try anything. He put in Pullman service to French Lick and Bloomington, as a result of a local suggestion. The night trains didn't pay, however, and the Monon petitioned the commerce commission to take them off. Barriger released a true, accurate report of the reason, and not a single person showed up to protest at the hearings. When the old management tried the same thing there was virtually an indignation meeting—not so much to demand the trains as to find another excuse to raise hell with the railroad. Barriger's policy of public relations paid off in that reduction of service. Maybe even the day trains might go, which would be unfortunate, but I am positive the people would accept Barriger's decision as being a wise one. The Monon has worked with our Chamber of Commerce to establish new industries in this community. Men like Barriger win friends for the railroads and I would like to see his counterparts on a lot of other railroads."

STEWART RILEY
Publisher, Bedford (Ind.) Daily Times-Mail

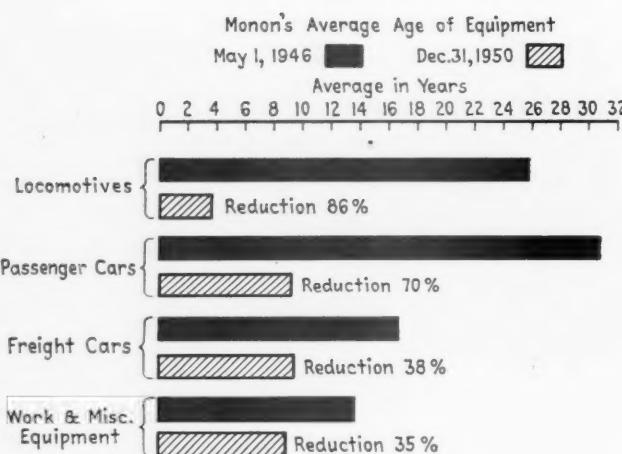


Chart 4—Equipment, especially motive power, has been completely rejuvenated.

the average age of this equipment by 38 per cent; and at the same time it accomplished a still more spectacular improvement in the average age of passenger cars.

The effect of this high ratio of new equipment has been reflected in the maintenance-of-equipment ratio (to operating revenues) which declined from 19.3 per cent in 1946 to 14.1 in 1950, a reduction of 27 per cent. Over the same span of years the Class I roads as a whole reduced their maintenance-of-equipment ratio only one-fourth as much. The Monon earned \$2.1 million of net railway operating income in 1950. If its maintenance-of-equipment operating ratio had been as high in 1950 as this ratio was in 1946, its 1950 net railway operating income would have been only half what it was.

Newness of equipment—especially the all-new power—has been helpful with the transportation ratio too. In 1946 the Monon's transportation ratio was 44.1, com-

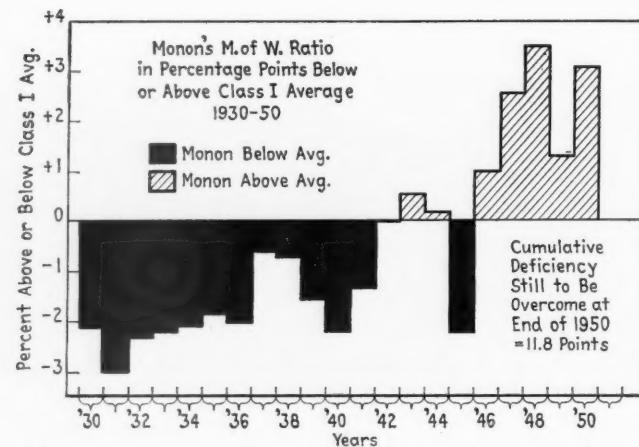


Chart 5—The accumulated deficiency in roadway maintenance is being rapidly eliminated.

pared to 42.1 for all Class I roads. In 1950, the Monon's ratio was 33.8, compared to 36.9 for all Class I roads. The Monon's reduction in this ratio from 1946 to 1950 was more than 23 per cent. If the 1946 transportation ratio had held in 1950, the net railway operating income in the latter year would have been all but eliminated.

While the maintenance-of-equipment ratio has been declining, the maintenance-of-way ratio has been on the increase, in furtherance of the management policy of improving the property's physical standards. The performance with this ratio is set forth in Chart 5, showing how far track maintenance has been increased to offset deficiencies which were accumulated during the 15-year period prior to the emergence of the reorganized company. During 1951, 150,000 new ties were placed in track—a ratio of 311 per equated track-mile, or four times the national average.

Net railway operating income of \$2.1 million in 1950 would have been changed to a red ink figure of \$1 million if the 1946 maintenance-of-equipment and transportation ratios had been in effect in 1950. In other words, the Monon's purchases of new equipment, its new power in particular, appear to have contributed approximately \$3 million to net railway operating income.

What Brought It About

What has been accomplished by the management of the property since reorganization has been (1) to arrest the long-term decline of the company, physically and traffic-wise, relative to the railroad industry as a whole, putting it once more sharply on the upgrade; and (2) to rehabilitate the company and its service in popular and shipper esteem.

Physical rehabilitation has not been completed as far as roadway is concerned (as shown in Chart 5). The Monon's average weight of rail in main and branch lines in 1945 was 97.02 lb. per yard, which was 1.8 per cent below the national average. In 1950 Monon rail weight had risen to 101.68 lb. per yard, 0.31 per cent below the national average. The main line from State Line (Hammond, Ind., where the Monon's own line begins) to New Albany (where connection is made with the Kentucky & Indiana Terminal for entrance into Louisville), 299 miles, is laid with rail of 100-lb. or heavier section, except for 1.6 miles of 90-lb. rail through Lafayette yard. Of the 93 miles of the Monon-to-Indianapolis branch, 71 miles still has 90-lb. rail; and all of the 60 miles of the

MONON—SELECTED TRAFFIC, OPERATING AND MILEAGE STATISTICS

| | 1945 | 1950 | % Change (+ or -) |
|------------------------------------|------------|------------|----------------------|
| Revenue Tons Carried | 5,588,051 | 6,954,076 | +24.4 |
| Revenue Ton-Miles (000) | 942,051 | 1,177,566 | +25.0 |
| Revenue Passengers Carried | 261,082 | 201,353 | -22.9 |
| Revenue Passenger-Miles (000) | 39,242 | 30,351 | -22.7 |
| Avg. Rev. per Passenger-Mile | 2.051¢ | 3.200¢ | +56.0 |
| Avg. Rev. per Ton-Mile | 1.064¢ | 1.500¢ | +40.9 |
| Total Operating Revenue | 11,556,500 | 19,752,299 | +70.9 |
| Net Railway Operating Income | 1,716,938 | 2,107,422 | +22.7 |
| Miles Run by Freight Locomotives | 1,086,107 | 1,070,311 | -1.5 |
| Miles Run by Passenger Locomotives | 489,530 | 559,565 | +14.3 |
| Miles Run by Yard Locomotives | 454,431 | 528,176 | +16.2 |
| Freight Train-Miles | 899,842 | 1,051,303 | +16.8 |
| Passenger Train-Miles | 460,188 | 550,129 | +19.5 |
| Freight Cars per Train | 45.4 | 50.8 | +11.9 |

MONON—SELECTED BALANCE SHEET ITEMS

| | End of 1945 | End of 1950 | % Change (+ or -) |
|---|--------------|--------------|----------------------|
| Net Investment in Road & Equipment | \$42,840,739 | \$34,350,827 | -19.8% |
| Total Investment (incl. affiliated companies) | 1,086,107 | 1,070,311 | -1.5 |
| Miles Run by Freight Locomotive | 46,985,739 | 39,092,157 | -16.8 |
| Current Assets | 13,774,804 | 9,358,802 | -32.1 |
| Deferred Assets and other Debits | 494,129 | 446,467 | -19.7 |
| Total Assets | \$61,254,672 | \$48,897,426 | -20.2 |
| Total Capital Stock | \$15,488,300 | \$13,486,495 | -12.9 |
| Long Term Debt | 30,648,879 | 21,717,796* | -29.1 |
| Current Liabilities | 2,110,498 | 5,205,905 | +146.6 |
| Deferred Liabilities and Unadjusted Credits | 17,815,926 | 881,245 | -95.1 |
| Surplus | 4,808,931† | 7,605,985 | ... |
| Total Liabilities | \$61,254,672 | \$48,897,426 | -20.2 |

* Consisting of \$13,997,796 of income bonds and \$7,720,000 in equipment obligations.
† Debit.

Monon-Michigan City branch are laid with 90-lb. or 100-lb. relay rail.

The Monon's engineering department calculates its "par" of annual tie replacement at 84,000 (figuring an average life of 27 years). According to this standard, there was "excess" replacement in 1948, 1949, 1950—but the track structure still had a "deficit" at the end of 1950 of almost two years' "par" in over-age ties. It would, in short, take about six years of replacements at 130 per cent of "par" to eliminate the accumulated deficiency. As for ballast, the entire main line from State Line to New Albany rests on crushed stone. Practically all of the Indianapolis line, also, is on crushed stone. About half of the Michigan City branch's ballast is crushed stone. In the years 1946-50, 211,000 cu. yd. of crushed stone were applied, and 300,000 cu. yd. in the preceding five years.

Bridges have been extensively rebuilt or strengthened and the management believes the property is now "safe" for all operations at normal speeds; and that a few more years of slightly higher-than-"par" expenditures on the track structure will eliminate all deferred maintenance. All main lines are automatically signaled and all but two main-line grade crossings with other railroads are protected by interlocking. Such protection for these last two crossings is provided for in the 1952 budget.

"Streamlined" Capital Structure

The Monon emerged from its reorganization with a "streamlined" capital structure, with all debt except equipment obligations in the form of income bonds. Fixed and contingent charges in 1950 totaled \$853,000—compared to income, before taxes, available for such charges of \$3,093,000. The reorganized company paid its first dividend of \$1.25 on the Class A \$25-par stock on January 17, 1951. The dividend on this stock is cumulative, when earned, at \$1.25 a share, and there was an accumulation unpaid on this issue of \$1,718,569, or \$3.75 per share, at the end of 1950. The road needs to earn about \$2,150,000 of gross income after federal income taxes each year in order to pay all fixed and contingent interest obligations, satisfy all sinking fund requirements, and have the minimum balance of earnings required to report \$1.25 earned on both the Class A and Class B stock. In the years 1947-1950 inclusive about two-thirds of this amount was earned, on the average; but in both 1950 and 1951 this level of earnings was attained.

So the Monon has to keep on holding its present earnings level and increasing it, if it is going to become as popular with purchasers of securities as it is with shippers and the people in the communities it serves. The principal means to such favorable earnings must be to attract more traffic, and the way to do that, quite apparently, will be to continue following the policies that stopped the downward traffic trend and which have been so successful in pushing that trend steadily upward. Another way of getting a profitable traffic level more quickly could be by consolidation with another railroad which could give it a hundred cars or so a day it doesn't now have.

The miraculous effect that a relatively small amount of additional traffic would have on the Monon's earnings is evident from a glance at the nature of present operations. There are only two scheduled through freight trains in each direction daily between Hammond and Louisville; one each way daily between Lafayette and Michigan City; and one each way daily on the Indianapolis branch. There is local freight service daily in each direction except between Hammond and Lafayette, where the local freights operate every other day. This very

limited number of scheduled freight trains accounted for three-fourths of all freight-train mileage in the month of September 1951. Anybody familiar with railroad operation can see at once how profitable enough additional traffic to make two or three additional trains would be on such a property.

It is the relative thinness of traffic which holds the Monon, in spite of its diesels, down to an unspectacular level of freight train operating performance (e.g., 1,120 net tons per train in 1950, compared to the national average of 1,224 tons). No savings can be made in reducing such limited train-mileage as now operates, without reduction in the quality of service; and that would inevitably have an adverse effect traffic-wise.

A Traffic Department Job

"For us the problem of getting higher average train-loads and increasing our revenue per train is a job for the traffic department rather than the operating department," says President John Barriger. Meantime, he and his associates push forward to give, within available means, the kind of service which will attract a really profitable traffic level, not forgetting to publicize their accomplishments and to "make friends and influence people"—all the while getting the property in constantly better physical condition, for ease, economy and safety of operation.

The management is experiment-minded and would be happy to do much more than it has done in the way of innovations in rates to develop traffic, particularly against highway competition. It has been slow to introduce such innovations, however, because of the highly competitive nature of the territory; and its unwillingness to force competing railroads to meet changes which might do them more harm than they would do the Monon good.

CLEAR THE TRACK!





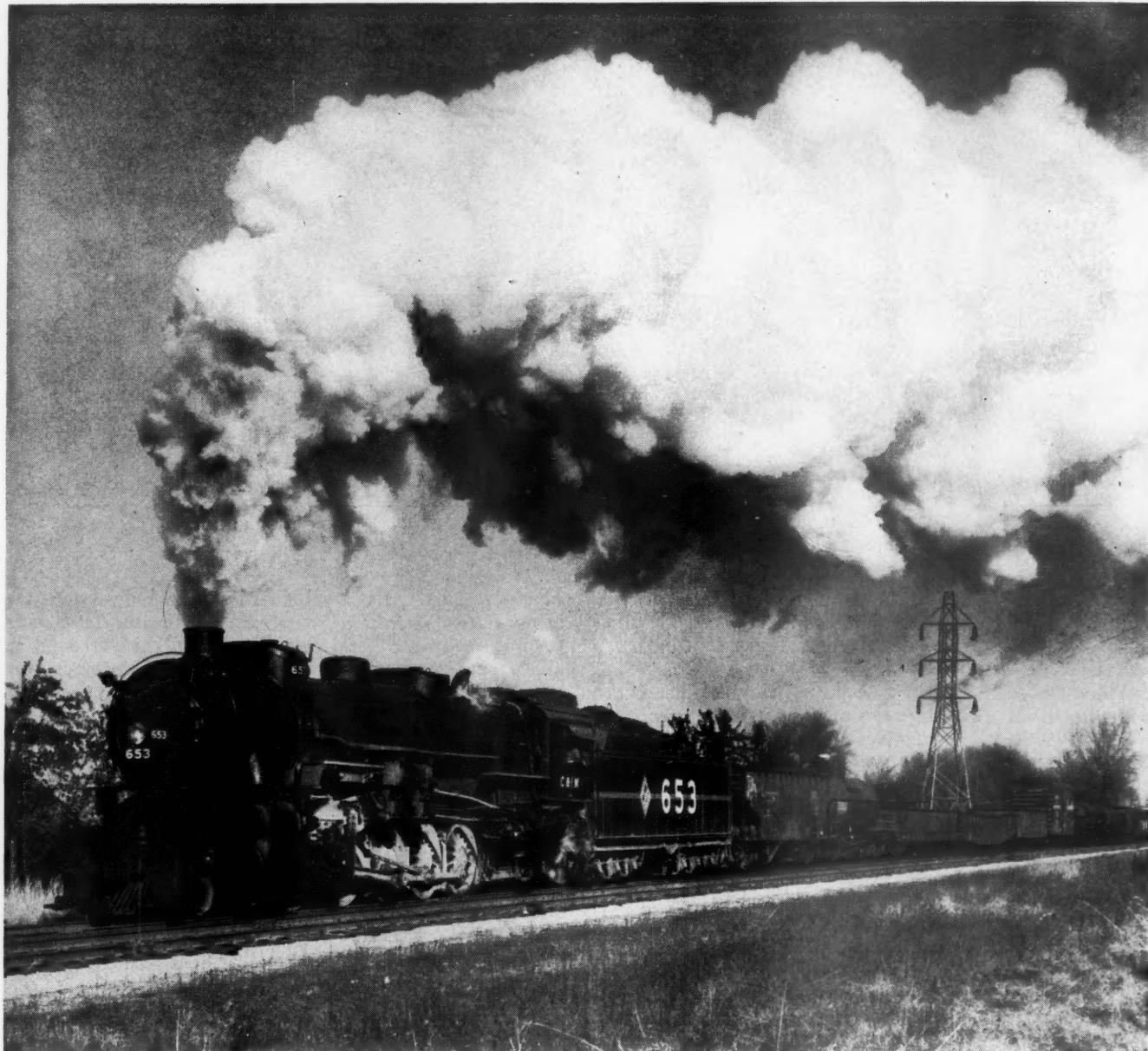
Peoria & Pekin Union...



...Keeps Traffic Moving...



...Through The Peoria Gateway



A Chicago & Illinois Midland freight leaving East Peoria over the tracks of the Peoria & Pekin Union.

Freight moves through the Peoria (Ill.) gateway fast—as testified by the continued growth of traffic handled via this fluid route. A key factor in this fast movement is the inconspicuous, but efficient, terminal and transfer service between line-haul roads provided by the Peoria & Pekin Union. This company, with 9.2 miles of double-

track main line, bulks in importance out of all proportion to its size because it is the connecting link which helps make the Peoria gateway “tick.”

Chicago rates apply on all through freight routed via the Peoria gateway; the P. & P. U.’s reciprocal and intermediate switching charges are absorbed by the line-haul roads. In many instances shipments destined to or originating in the Peoria-Pekin area also take Chicago rates and classifications.

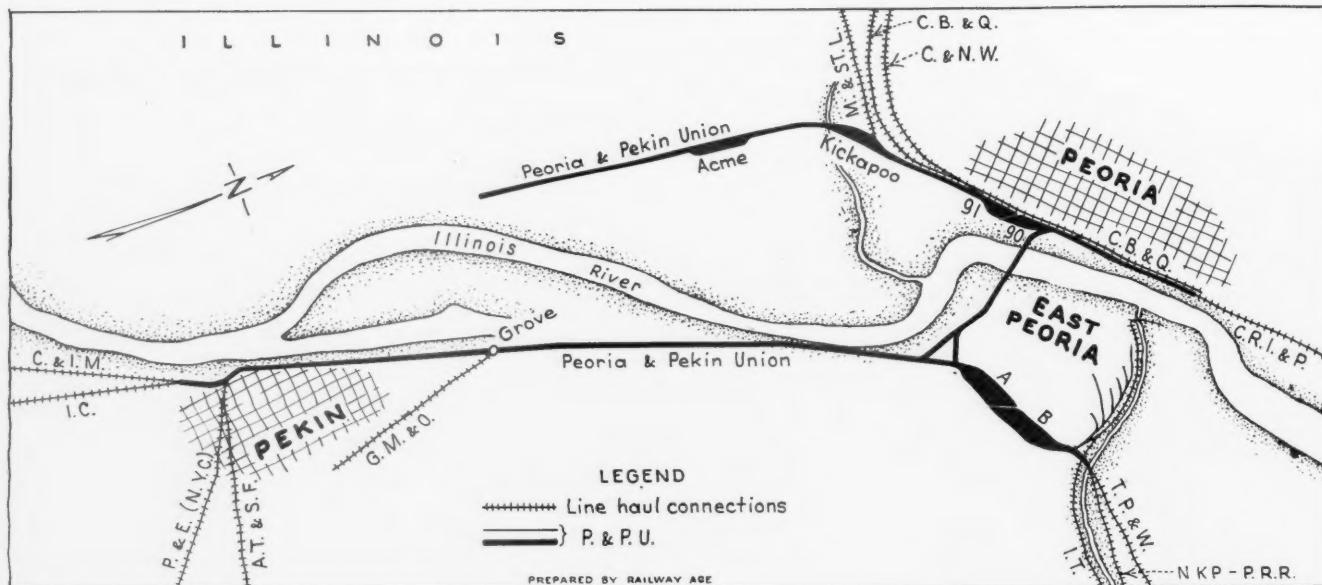
In addition to its importance as an intermediate switching line, the P. & P. U. operates extensive industrial access trackage both in Peoria and Pekin. Some 125 industries are served directly by the P. & P. U., with all of the other industries in the area available under reciprocal switching arrangements.

The P. & P. U. has kept abreast of growing needs of its traffic by constantly improving and enlarging its plant. For example, the double-tracked line between Peoria and Pekin has been equipped for many years with centralized traffic control permitting operation in both directions on both tracks. Inasmuch as the Chicago & Illinois Midland, Illinois Central, Gulf, Mobile & Ohio, and the

Facing page, top—The Peoria & Pekin Union's East Peoria classification yard is the heart of its activity. Train on the left is being made up for the Chicago & Illinois Midland—one of the P. & P.U. proprietary companies—by the switcher at the far end of the yard.

Facing page, center—A transfer cut crosses the Illinois river between Peoria & East Peoria. The P. & P.U. recently converted to all-diesel operation, resulting in both operating economies and improved switching and transfer schedules.

Facing page, bottom—The P. & P.U. performs industrial switching for its proprietary and tenant lines. Here a switcher is entering an industrial siding to remove empties prior to spotting loaded cars which arrived in Peoria the same day.



Peoria & Eastern (New York Central) operate their trains over this line under their own power and with their own crews, this type of control greatly expedites movement.

This past year saw complete dieselization of the road, with 17 diesel switching locomotives taking over the work of 19 steam locomotives—all of which have been retired. A portion of the present roundhouse has been converted to a shop with facilities for handling both running and heavy repairs to Diesel locomotives.

The installation of the new diesels, in addition to effecting substantial economies in maintenance of way and operation, has made possible improved switching and transfer schedules, with the result that the P. & P. U.'s switched and made up in that road's Adams Street yard).

Through freight trains of the proprietary and tenant lines are operated directly into the East Peoria "A" and "B" yards under their own power and with their own crews (except that Chicago & North Western trains are switched and made up in that road's Adams Street Yard). Here the road locomotive is uncoupled and moved to the roundhouse for fueling and service. The train is then broken by the P. & P. U. and the cars are placed on tracks according to their outbound connections, or by the location of the industry in the Peoria-Pekin area. Likewise on outbound movements (except the C. & N.W.) the P. & P. U. brings all cars to the East Peoria "A" and "B" yards and assembles them into completed trains ready for movement by the road crews of the individual lines.

Traffic to and from the Santa Fe at Pekin is interchanged at Pekin, with traffic to or through Peoria being handled by the P. & P. U. between Pekin and Peoria under divisional arrangements.

Regular transfer runs are made to the yards of the Burlington, Rock Island, Chicago & North Western, Minneapolis & St. Louis, Toledo, Peoria & Western, and Illinois Terminal—timed to provide close connections to and from their principal trains. Transfer runs are made to the Peoria River Terminal whenever traffic requires.

As through traffic moving via the Peoria gateway has steadily increased—attracted by fast, congestion-free routes—service for traffic originating and destined in the city itself, over all railroads, has grown progressively better, thereby making it into an attractive indus-

trial location. So many industries have moved into the "Peoriarea," attracted by its excellent transportation and ample facilities, that today Peoria and its surrounding area supports some 500 different industries employing over 50,000 persons. In the 1950 census the "Peoriarea" reported a population of 253,100 with annual retail sales in excess of \$242,400,000, indicating its size and importance both as an industrial center and market.

The P. & P. U. likes to feel that its role as an industrial and intermediate switching line specializing in fast service, has been an important factor in the growth and development of its "home town."

* * *

Long-Term Facts About the P. & P.U.

The Peoria & Pekin Union was originally formed in 1880 to consolidate and improve the terminals of four railroads at Peoria and the transfer facilities between Peoria and Pekin. Through the years ownership has changed hands, as the original proprietors were absorbed into larger systems or discontinued operation, and as new lines purchased interest, until it now rests with six roads and is used, on a tenancy basis, by a seventh.

The company provides yard and terminal facilities—even down to the point of maintaining a joint freight office and freighthouse—for the six proprietary and one tenant lines. It makes up and breaks up all of their trains in its yards, and handles all their industrial and intermediate between-roads switching. In addition, its services are available to—and used by—the remaining seven railroads and Federal Barge Lines in the area for both industrial and intermediate switching.

The P. & P.U. is owned by six proprietary lines:

Chicago & Illinois Midland
Chicago & North Western
New York Central (Peoria & Eastern)
Illinois Central
New York, Chicago & St. Louis (Nickel Plate)
Pennsylvania

Its facilities are also used by the Gulf, Mobile & Ohio on a tenancy basis.

In addition to its primary function as a terminal and switching line for the proprietary and tenant lines, the P. & P.U. handles traffic to and from all the other carriers reaching Peoria and Pekin:

Atchison, Topeka & Santa Fe Minneapolis & St. Louis
Chicago, Burlington & Quincy Peoria Terminal
Chicago, Rock Island & Pacific Toledo, Peoria & Western
Illinois Terminal Federal Barge Lines



Packages weighing more than 100 lb. have to go through vibration tests as well as tests on the Conbur incline tester. During 1950, according to the Association of American Railroads, claim payments on car-loads of ranges, stoves and parts declined by more than \$280,000 from 1949 payments, despite more shipments during 1950.

P.E.I.'s Safe Transit Program Pays Off For Carriers and Shippers

By R. J. BISBEE

Manager, Quality Control
Westinghouse Electric Corporation
Mansfield, Ohio

The benefits from decreased loss and damage which have accrued to the porcelain enamel industry, the carriers and the purchasers of porcelain enamel products as a result of the establishment of standardized preshipment testing procedures for packaged enamelware products run into a great deal of money. At Westinghouse's Mansfield, Ohio, plant alone this program has meant savings of about \$490,000 per year per million major appliances shipped. In the porcelain enamel industry as a whole this standardization, or quality control, in shipping has been named the "National Safe Transit Program of the Porcelain Enamel Institute." Unfortunately, not all members of the industry have seen fit to join in this program. However, 88 manufacturers who turn out about 70 per cent of the porcelain enamel products put on the market each year are cooperating in the P.E.I.'s Safe Transit program and are obtaining results similar to those noted above for Westinghouse. It is apparent that other industries think well of this program, because many requests have been received by members of our industry which ask how others can go about setting up similar programs of their own. Manufacturers of radios,

furniture, typewriters and other products have been among the inquirers. Unfortunately, the committee could not give them all the help we'd have liked.

Participation in the National Safe Transit program is entirely voluntary. When first some members of the industry back in August 1948 began thinking of such a program, we realized that it could not be otherwise, although, of course, we were afraid that both the carriers and members of our industry might not cooperate, for various reasons. However, enthusiasm has been great and our fears were not realized. The Safe Transit Committee has only told shippers which ones of them could use the Safe Transit label. This is done only after examination of the shipper's procedures for testing his package in the specified way. It can be readily understood why this is so, for failure to adhere to the testing procedures could have discredited the whole program.

The causes underlying shipping failure may be many and complex. Although we speak of "shipping damage," factors other than those involved in actual transportation may bear a heavy responsibility for the failure. Poor packaging, weak product design, carelessness in manufacturing—all these may be contributory causes. It was obvious that a solution that failed to integrate all these factors could not work, and an engineering ap-

This article is a digest of an address by Mr. Bisbee, who is chairman of the Porcelain Enamel Institute's Safe Transit Committee, before the recent second standardization conference of the American Standards Association.



Tests where carloads of porcelain enamel products were "kicked" around in yards have enabled Westinghouse to issue a manual on "damage claims on carload shipments of major electrical appliances."

proach to the problem, therefore, was necessary. This concept of the application of an engineering analysis of the problem became the keystone of the Safe Transit standard procedures.

The work that would be required to obtain industry recognition and acceptance, even after we had developed

the solution, we knew would be tremendous. The natural inertia of a large group is hard to overcome and we knew that regardless of the benefits to be derived from such a program, a number of manufacturers would not make the effort, pay the cost of installing the equipment, or go to the small added expense of doing the testing. Another trouble, we knew, would be that some producers would object to the tests as too severe on the manufacturers and weighted in favor of the carriers. The carriers on their part would no doubt want to cooperate but they might reasonably question the correctness of the premises on which the tests were based. Above all, we knew we had to convince the carriers of the validity of the tests.

With all these difficulties in mind it became obvious that any committee to work out a testing program must include carriers, producers of porcelain enamel products as well as container manufacturers. Eventually such a coordinating group was formed, testing procedures were set up and approved by the carriers.

The Safe Transit program is wholly predicated on the effectiveness of the test procedures to reduce shipping damage. Have they? The answer is "yes." The carriers, the ones most directly affected, have been greatly pleased with the results and have urged manufacturers of appliances and allied metal products who are experiencing difficulty in getting their merchandise to the dealers without damage to investigate the Safe Transit plan. The Safe Transit program has reduced shipping damage and also has been of tremendous value in showing up packaged unit weaknesses. The tests have enabled manufacturers to improve their product design, to ferret out faulty processing and to improve their quality control. In many reported cases, Safe Transit has helped manufacturers lower their final product cost.

What we have done, in reality, is to point out a way to solve the damage problem that can be used by all industries. The Safe Transit plan is a basic method for reducing shipping damage that can be applied to all products of all industries where shipping damage is serious. It is our hope that other industries will see in the principles of Safe Transit the means of decreasing their own loss and damage. We feel sure that if they apply them, they will be as gratified with the results as have been the major appliance and metal industries.

PRE-TESTED SAFE TRANSIT SHIPMENT

This **PACKAGED PRODUCT**
meets the pre-testing standards
established by the National Safe
Transit Committee and will with-
stand ORDINARY transportation
and handling hazards.

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MAKE SAFE HANDLING YOUR JOB!

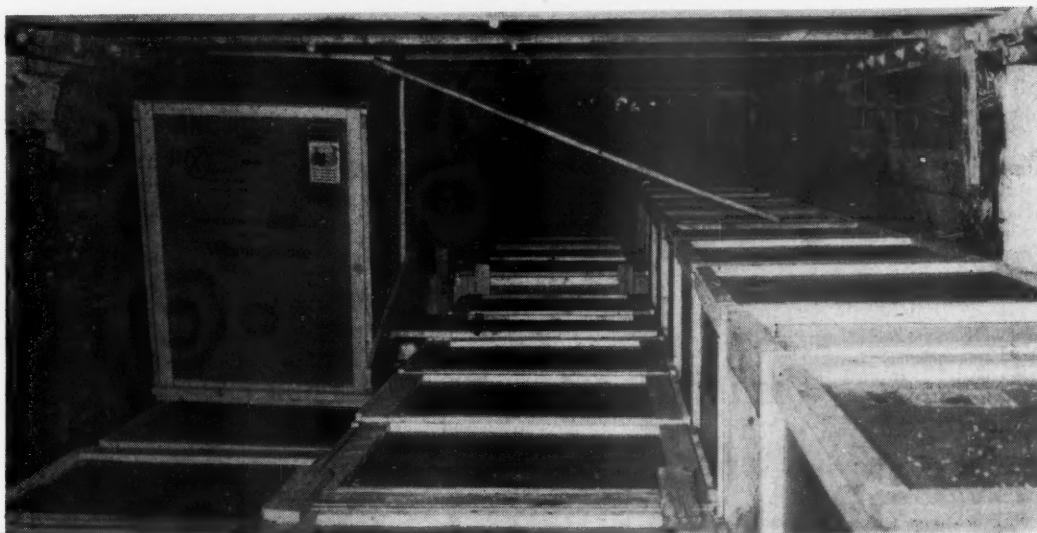
PRINTED IN U. S. A.

The Safe Transit label. Members of P.E.I. who put products through approved tests also are authorized to place a Safe Transit placard on cars.

In its manual Westinghouse shows the end of a car which sustained an impact of 11 or 12 m.p.h. without damage to the lading, so effective was the blocking method.

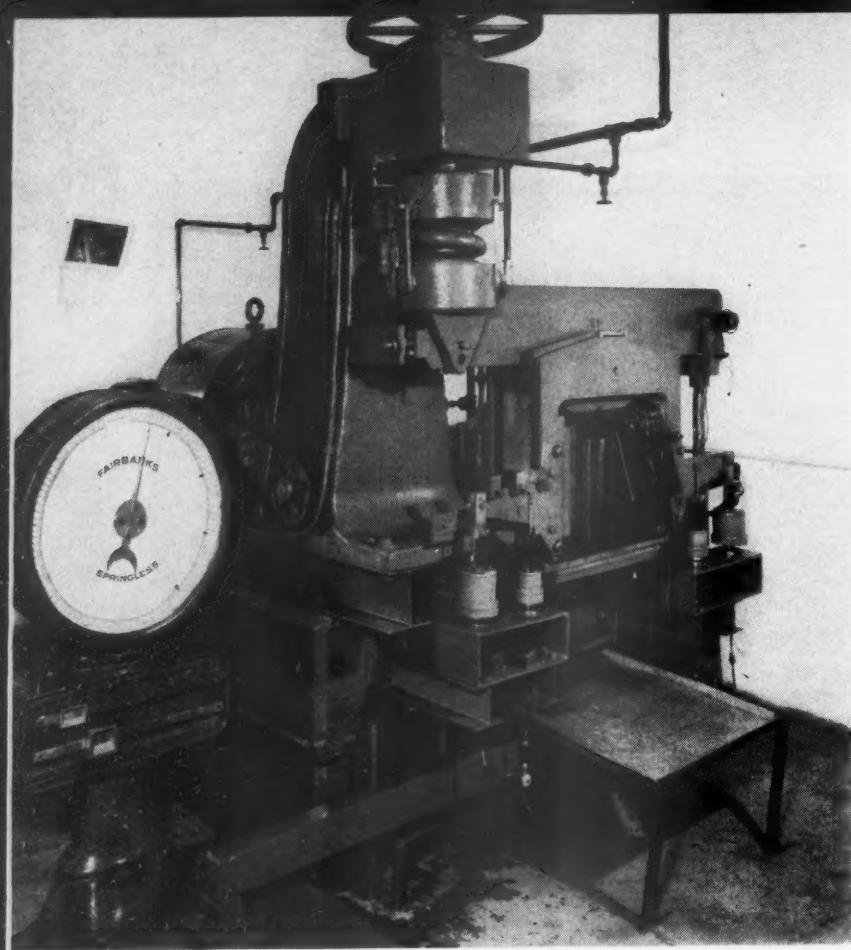


Although crating withstood the 11-12-m.p.h. shock, Westinghouse has discontinued the practice of "floating" single crates on the upper tier of loads.



This car received rough handling (in tests) sufficient to send the stylus of the impact register off the tape, and damage resulted. In situations like this Westinghouse says "file a claim."





Special journal-bearing testing machine in the laboratory of the Railway Service & Supply Co. at Indianapolis on which the performance of journal bearings is studied under varying lubricating conditions at temperature extremes between -30 deg. F. and 100 deg. F.

This article is a discussion of the paper presented at the annual meeting of the American Society of Mechanical Engineers by O. J. Horger, chief engineer, Railway Division, Timken Roller Bearing Company, and condensed in a two-part article entitled "If All Freight Cars Had Roller Bearings" which appears in the December 31, 1951, issue, page 37, and the January 7, 1952, issue, page 63. The discussion was prepared jointly by I. E. Cox, vice-president, National Bearing Division, American Brake Shoe Company; E. S. Pearce, president, Railway Service & Supply Corp., and R. J. Shoemaker, engineering consultant, Magnus Metal Corporation, who constitute the Research Advisory Committee for Railroad Journal-Bearing Manufacturers. The observations that follow are those of the committee.

Advisory Committee for Bearing Makers States . . .

The Case for Plain Bearings on Freight Cars

Exception taken to costs attributable to equipment delays and other items of plain-bearing expense in the economic comparison of roller bearings vs. plain bearings

The contentions of this spokesman for the roller-bearing interests are based on grave errors in the calculation of costs for solid-bearing equipped freight cars, and on unwarranted assumptions for roller-bearing costs and performance. By correcting only the more serious of these errors, it can be shown that the investment in roller bearings for freight cars can at best be expected to yield a return of only 1.37 per cent, and that it would take 72.51 years to recover the investment. Even this rate of return is unlikely, for the reason that it is impossible to determine, without engineering investigation, the extent of the errors in many assumed costs for roller-bearing operation and maintenance. However, the existence of a number of such errors is also cited in the following discussion.

Perhaps the most significant flaw in the roller-bearing argument is the contention that potential gross earnings

are lost because of car and locomotive delays and that these fictitious earnings can be calculated as costs for solid bearing operation. This argument is unsound—both from an engineering and economic standpoint. The railroads must keep enough cars on hand to perform the job of transporting the nation's goods. This is their public trust. If alternate equipment of any kind could reduce the number of delay days, the effect of this reduction could only be seen in an increase in available car-days and locomotive-hours—but not in any increase in gross revenues. This is a simple truth which practical railroad men everywhere will recognize at once.

The spokesman for the roller-bearing interests has nonetheless assigned a value of \$10 to each car delay day and a value of \$35 to each locomotive delay hour, equivalent to average earnings, and has included this presumed lost revenue as part of the costs inherent in

solid bearing freight car operation. These mythical costs, which can be eliminated, amount to \$3.44 per 1,000 car-miles, or 52.7 per cent of the \$6.49 per 1,000 car-miles claimed as savings. If all the other assumed cost advantages for roller bearings were to be accepted, which they can not be, the yield on the stipulated investment now becomes only 8.19 per cent, recovering the investment in 12.21 years. There are other errors, however, which can be cited to prove a still lower anticipated return, and there are indications that no return at all would be forthcoming.

Car Delays

As has already been stated, a reduction in the number of days delay, if possible, would increase available car days and conceivably could result in some reduction in equipment inventories. The roller-bearing spokesman, however, has disregarded certain basic factors in his calculation of delays; he has greatly exaggerated the length of delays with solid-bearing cars; and has minimized or eliminated comparable delays which would be applicable to roller-bearing cars. For example, 3,613,694 delay days are said to accrue each year due to the repacking of solid-bearing journal boxes. To reach this astounding figure, the roller-bearing spokesman has estimated that each solid-bearing car is repacked one and one half times per year, and that 60 per cent of all cars to be repacked must be sent to the repair track where two days are required to perform this maintenance. The well-known facts are that cars are rarely sent to repair tracks solely for repacking; that the regulation requires cars to be repacked only once a year, and that even so a large percentage of cars are forwarded in service beyond that period. In a survey of selected shops and yards during 1950, conducted by the Association of American Railroads, 130,000 cars were found to require repacking, yet were forwarded in service without having this work performed.

The roller-bearing spokesman generously excludes all delay days for maintenance and inspection of roller bearings. His stated reason for so doing is his claim that the roller-bearing inspection can be performed at three-year intervals, thus coinciding with air-brake inspections, and eliminating all delay days. This claim has no foundation in acceptable data. Other factors than any presupposed car mileage per bearing failure, such as moisture condensation, seal wear, grease deterioration, and possible corrosion would preclude any excessive period between inspections. On the basis of existing regulations and service experience to date, yard maintenance of roller bearings would require more time, more skill at a commensurately higher wage rate than is the case for solid bearings. This claimed advantage of 3,613,694 fewer delay days can thus properly be eliminated from consideration.

It is also claimed that 2,059,500 car days of revenue are lost annually because trains must be held for inspection. The roller-bearing advocate apparently overlooks the fact that car days can not be so lost, because at the time of inspection the cars are already *in a train*, either as loads or empties.

An additional 2,703,500 car delay days are said to be the result of hot boxes. This figure is excessive for two reasons. First, the hot box incidence has been set at a very high level. Over 500,000 hot boxes other than set-offs are said to occur each year, but the supporting data, if available, is not presented. Secondly, the days delay per hot box as calculated by the roller-bearing interests are unrealistic. For example, the 500,600 hot boxes purportedly discovered in terminals are said to result in

three days delay each, and 85 per cent of all road set-offs in delays of four days each. These estimates most certainly do not apply to the majority of American railroads, as is well known by mechanical and operating personnel.

Against these excessive delays for solid-bearing hot boxes, the spokesman for the roller-bearing interests places an extremely low incidence of failure for roller bearings, involving an equal number of delay days per failure. He has estimated roller-bearing failures at one in 15,000,000 car-miles, and roller-bearing set-offs at one in 45,000,000 car-miles. These arbitrary estimates greatly exceed roller-bearing performance in passenger service where the journals receive careful, constant maintenance and inspection. It should also be pointed out that these overly generous estimates are applied to a completely new and unproved roller-bearing assembly.

Equipment Inventories

The available car days can be increased, providing delay days can be reduced for whatever reason. However, to relate any increase in available car days directly to a reduction in equipment is highly theoretical and impossible from the standpoint of practical railroading. To illustrate: in 1950 the railroads with 1,721,269 freight cars moved 38,899,523 carloads of freight, whereas in 1947, with 1,734,239 cars, 44,520,188 carloads were moved. The cars then were loaded 25.6 times, or once each 14.25 days, in 1947, and were loaded 22.6 times, or once each 16.15 days, in 1950. Now, if the cars in 1950 had been loaded at the rate of 25.6 loads per year as in 1947, only 1,519,512 cars would have been required. Theoretically, 201,757 cars could have been saved, even though each car would have received a load only once each 14.25 days, far from continuous operation. Actually, any such saving could not be effected because the railroads' car inventory requirements are determined by peak loads and seasonal demands of specialized commodities—grain, coal, etc. The car pool, like working capital, must be sufficient to meet any emergency.

Roller Bearing Costs

In Table 5* the author estimates that 1,003,500 cars can be roller bearing equipped when new for \$483.4 million. Based on conservative estimates of today's prices, the actual cost to equip 1,003,500 new cars with roller bearings of this new design would be approximately \$860 million. It is contended that on a production basis roller-type bearings for freight cars will be available at prices considerably under those prevailing today. This is pure speculation. The indications are that possible future advantages of production are already anticipated in current price schedules. Consider that it cost \$2,400 per car for the 5½-in. by 10-in. roller-bearing installation on passenger service equipment, almost three times the current price for freight-car roller bearings.

As the author states, the conversion of existing cars to roller bearings is more costly than their application to new equipment. No railroad, however, has been able to convert cars to roller bearings for costs as low as those stipulated here, even though the bearing units themselves have been sold at prices less than those assumed for production quantities "not yet attained."

But if roller bearings could be applied to 2,000,000 cars for the low prices now prevailing for new cars, an investment of \$1,720,000,000 would be required. If we thus correct Table 5, the following illuminating results are obtained:

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| | |
|--|-----------------|
| Net increased capitalization | \$1,720,000,000 |
| Estimated annual savings | 92,520,938* |
| Interest at 4 per cent | 68,800,000 |
| Net annual savings | 23,720,938 |
| Return on investment, per cent | 1.37 |
| Number of years to retire investment | 72.51 |

*\$3.05 savings set forth by the author of the original paper exclusive of expense charges for equipment delays x 30,334,734,428 car-miles (average annual car-miles 1946-50, inclusive) \div 1,000. Mr. Horger's economic study is based on July 1950 through June 1951 with a reported freight-car mileage of 34,719,916,640. Using these figures, the estimated annual saving of \$3.05 per 1,000 car-miles is \$105,895,746, and net saving after 4 per cent interest is \$37,095,746. This is a return on investment of 2.16 per cent and would require 46.2 years to equal the investment.—EDITOR.

Even these values represent too great a return for no adjustment has been made in the roller-bearing spokesman's calculations of costs for roller-bearing maintenance, inspection, and failures. As has already been stated, these are far too low for the reasons that roller-bearing inspections and other maintenance can not be performed at the low cost assumed by the author, nor can roller-bearing hot boxes and accidents be presumed to occur less frequently than is the case in passenger service. The above table likewise reflects too great a return for the reason that no attempt has been made to correct errors in solid-bearing costs, which have been inordinately exaggerated by the roller-bearing spokesman.

In his treatment of (A) train accidents, (B) journal loads and train weights, (C) bearing friction, and (D) bearing failures and lubrication, the roller-bearing spokesman has included misleading data that obscures the true picture of comparative bearing costs. Likewise, certain available data have been distorted to favor the roller-type bearing. These subjects, which rightfully should be subjected to detailed examination, are briefly considered below:

A—Train Accidents

The solid-type bearing assembly has been charged with the 833 train accidents resulting from broken or defective journals as reported by the Interstate Commerce Commission in its Accident Bulletin No. 119, for the calendar year 1950. This means that the roller-bearing spokesman is claiming that no accidents of this nature occurred on roller-bearing passenger cars in 1950. This is not a fact. On the basis of information at hand, the number of such roller-bearing accidents, with approximately 11,000 passenger cars so equipped, may have exceeded the 12 accidents which he concedes might occur annually on over 2,000,000 roller-bearing freight cars.

In the 833 train accidents calculated as part of costs inherent in solid-bearing operation, he also includes 100 accidents resulting from broken journals due to defects (I.C.C. Code No. 2419) and 162 accidents due to journals broken for causes other than overheating or defects (I.C.C. Code No. 2421). Here again the picture has been distorted in favor of roller bearings, and apparently it is assumed that roller-bearing journals (which are to be machined to 3/16 in. above the condemning limit) will be free of defects that now account for approximately 33 per cent of all such accidents.

From the same I.C.C. Accident Bulletin No. 119, it can be determined that during 1950 there was a grand total of 10,211 train accidents from all causes resulting in 5,988 derailments. Only 491 derailments, or 8.2 per cent, were the result of burned-off journals, not differentiated by the type of bearing involved. Thus, 91.8 per cent of all accidents are unrelated to bearing failures, yet result in far more extensive damage to equipment. Yet the extra costs involved in the replacement of the

more expensive roller bearing cars so damaged, if all freight cars were roller-bearing equipped, is not calculated by the author. According to cost computation, this difference in replacement costs when all accidents are considered would exceed the total cost of any accidents attributable to the solid-type bearing assembly.

The author says that in the five-year period, 1946-50, "four were killed and 86 injured in both freight- and passenger-train accidents due to broken journals," implying that all deaths and injuries were due to the solid bearing. Perhaps pertinent here is an excerpt from the address of Commissioner W. J. Patterson, of the I.C.C., speaking before the Car Department Association of St. Louis, on October 22, 1949: "The increased use of roller-bearings does not lessen the need for adequate warning of overheated bearings. During the first four months of this year we investigated three high-speed passenger-train derailments caused by roller-bearing failures which resulted in 2 deaths and 133 injuries. Two of these derailments were caused by false flanges which developed on sliding driving wheels of diesel locomotives. The wheels were sliding due to seizure of traction-motor armature-shaft roller bearings. The third derailment was caused by the failure of a roller bearing in the journal box of a new passenger-train car due to overheating."

B—Journal Loads and Train Weights

The roller-bearing spokesman has related solid-type bearing failures directly to the journal load in an effort to discredit the load-carrying capacity of the solid-type bearing. However, the criticism is pertinent primarily to the film strength of the lubricant. The ultimate compressive strength of the A.A.R. lining metal at highest normal operating temperatures is 18 times the maximum journal load. The criterion of bearing safety is minimum oil thickness, determined by film strength, viscosity, and temperature, as well as unit bearing load. Provided with an oil of adequate film strength and stability, the solid-type bearing is capable of operating efficiently under loads in excess of axle capacity. This has been proved many times.

On the other hand, the rated capacity and service life of roller-type bearings is almost wholly determined by speed-load conditions. As these increase, anticipated bearing failures also increase. Under normal load each roller is subjected to stresses considerably beyond the elastic limits of the steel. Any increase in load accentuates the tendency of rollers and races to flake off, and hastens fatigue failure. These are well-known engineering facts.

The roller-bearing proponent also cites bearing failures under load during laboratory tests made for the purpose of evaluating oil and wastes, as reported in the Fifth Progress Report of the A.A.R. Committee on Lubrication of Cars and Locomotives, of October 5, 1950, and covering Laboratory Studies of Journal Box Lubricating Materials. Naturally, failures occur often in tests of this kind because oils and waste materials have to be evaluated in terms of bearing failures.

The roller-bearing spokesman also includes a table to show the reduction in car weights obtainable with installation of the roller-type bearing assembly under consideration. He fails to point out that this reduction in car weight is made possible solely by the application of steel wheels to roller-bearing cars, resulting in 1,000 lb. less weight at the rail, but not reducing the load on the journal. The steel wheel, of course, is not a part of the bearing assembly, and even with this new design there is still a considerable weight advantage for the solid-type brass bearing. Likewise, the estimated initial invest-

ment does not include the \$225 million necessary to equip with steel wheels the 1,400,000 solid-bearing cars that now roll on cast-iron wheels.

C—Bearing Friction

Contrary to the roller-bearing spokesman's claim, starting resistance is an insignificant factor in freight train operation. Because of necessary slack between the cars, regardless of the type of journal bearing used, freight cars are started one at a time. The Report of the Mechanical Advisory Committee to the Federal Coordinator of Transportation, published in 1935, contains the following notation with regard to train starting resistance which is equally pertinent here: "Road tests made on a 0.3 per cent grade have demonstrated that with the train stretched, 65 roller-bearing cars could be started but only 37 standard-bearing cars could be started. By taking slack as is customary in the operation of freight cars, it was possible to start just 78 cars with either kind of bearing."

With respect to bearing resistance during cold weather, the Mechanical Division of the Association of American Railroads has published actual resistances recorded during tests of all types of roller bearing assemblies with various lubricants. Noting that total solid-bearing car resistance normally averages less than 6 lb. per ton, the following excerpt from the Third Progress Report of the Committee on Lubrication of Cars and Locomotives, of May 15, 1949, is pertinent: "(Roller) bearings lubricated with high viscosity oils in most cases could not be accelerated by the full power of the 25-hp. test motor until the lubricant temperature was more than 10 deg. above zero. Even at that temperature the maximum resistances invariably exceeded 45 lb. per ton, the capacity of the largest motor."

"The maximum resistance during the initial acceleration for all-year type car oils at temperatures near —30 deg. F. averaged 30 lb. per ton. The resistance in grease tests ranged from more than 45 lb. per ton in both first and second cold runs to less than 2 lb. per ton in some second cold runs in that same temperature range."

The chart on page 54 of this same report shows that the running resistance of a typical roller-bearing assembly increases directly as temperatures are lowered. This chart should be compared with similar charts of solid-type bearing resistance during identical tests, on the same journal-bearing test machine. These solid-bearing charts appear on pages 22 to 26 inclusive, of the First Progress Report of the A.A.R. Committee on Journal Bearing Development. In no instance is the low-temperature running resistance of solid-type bearings as high as that for roller-type bearings.

D—Bearing Failures and Lubrication

The roller-bearing spokesman contends that each solid-bearing hot box requires that 2½ bearings be replaced. When a second axle is involved, 5 solid bearings are said to be required, although obviously no more than 2 bearings per axle can be applied.

It is also contended there would be a saving of 0.9 hours in the time required for quick wheel changes if roller bearings were to be applied. This would imply at least some time for a quick wheel change with roller bearings, yet in Fig. 11* no costs are shown for either material or labor. The method used here is obvious, and repeatedly occurs. The presumed roller-bearing costs have been subtracted from the estimated solid-bearing costs, subsequently leaving zero figures for the relevant roller-

bearing cost items. Admittedly, if all costs were properly determined, this method should not alter the comparative values. But as used here, it results in erroneously low values for roller-bearing costs, and at the same time prevents calculated solid-bearing costs from becoming embarrassingly and unbelievably high.

It is also questionable that solid-bearing lubrication costs approach the sum stipulated here. For example, all car journal-oil costs have been calculated on the basis of using new oil at 31 cents per gallon, whereas on many roads as much as 60 per cent of the car journal-oil requirements are met with renovated oil—recoverable from the initial investment. Actually, any advantage in roller-bearing lubrication costs, or other costs, may be greatly offset, if not completely outbalanced, by an increase in maintenance costs for other items of equipment brought on by the roller-bearing installation.

Improvement of Freight Car Bearings

The roller bearing is not a solution for hot boxes. It would take many, many years before even a significant fraction of the nation's 2,000,000 car fleet could be roller-bearing equipped. By that time most of the roller-bearing cars would be so old as to preclude any reduction in hot boxes or maintenance expense over that obtained with solid-bearing cars. For the duration of any such roller-bearing program, the necessary duplication of facilities and inventories would greatly increase the railroads' financial burden.

To the degree that current hot-box statistics have stimulated railroad interest in roller bearings for freight cars, to that same degree railroads should intensify a continuing program of solid-bearing development.

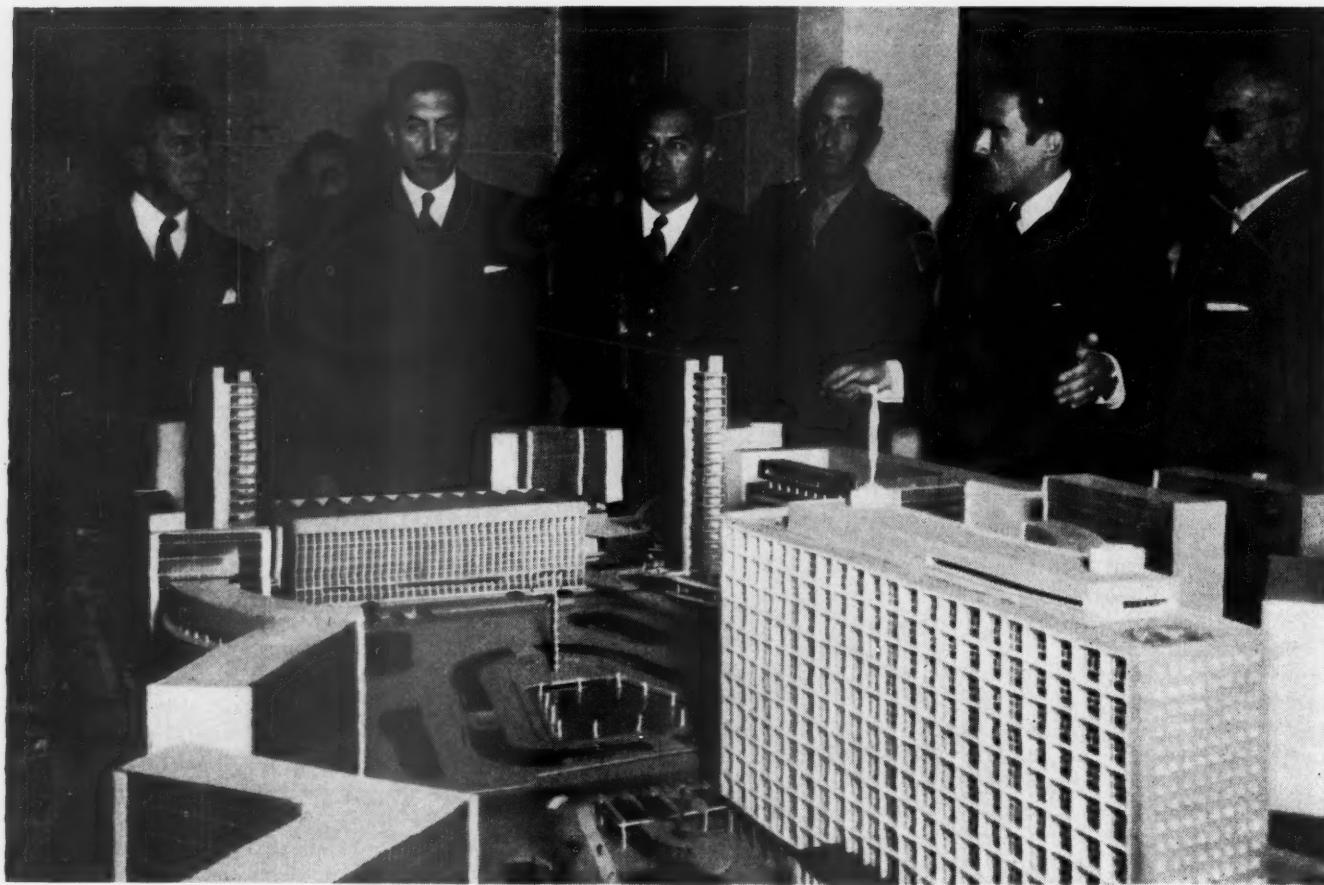
The real key to improved solid-bearing performance lies in providing adequate maintenance and inspection standards—and particularly, adequate lubrication. Higher grade oils, with increased film strength and stability, are a primary need. If improved maintenance standards are combined with selective adoption of available developments, then the solid-type bearing assembly can keep pace with any conceivable rate of acceleration in railway operations; it can provide an efficiency in freight service greatly exceeding that obtained on almost any railroad in America today; and further exploration of the means to reduce hot boxes would be largely unnecessary.

Heat-resistant lining metals, renewable axle sleeves, improved lubricators, modified bearing designs, and low-cost warning devices have all been developed in recent years, and these, separately or in combination, should be considered for adoption as economical means for improving journal-bearing performance.

There are plenty of other available improvements, too—each with particular merits to contribute to the solid-bearing assembly design. While many of them have been tested and approved by individual roads, no concerted collective effort by all roads has been made properly to evaluate them. Some devices have been tested by the Association of American Railroads, but because agreement among member roads is frequently difficult, few bearing-assembly improvements have been generally adopted. Because of interchange, no single road has been willing to undertake improving its own equipment unless other roads take similar action.

What is needed is a constructive program to give equitable consideration to improvements already available for the solid bearing and its related parts, and to the problem of providing and coordinating adequate inspection and maintenance practices in handling interchange equipment. The solid-type bearing best meets the economic realities of these problems.

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Miguel Aleman, president of Mexico, and his staff being shown a scale model of the new passenger station (background), the 14-story administration building (right foreground),

and the station plaza. Other structures are office and commercial buildings conforming to zoning restrictions. Towerlike hotels rise on each side of the station.

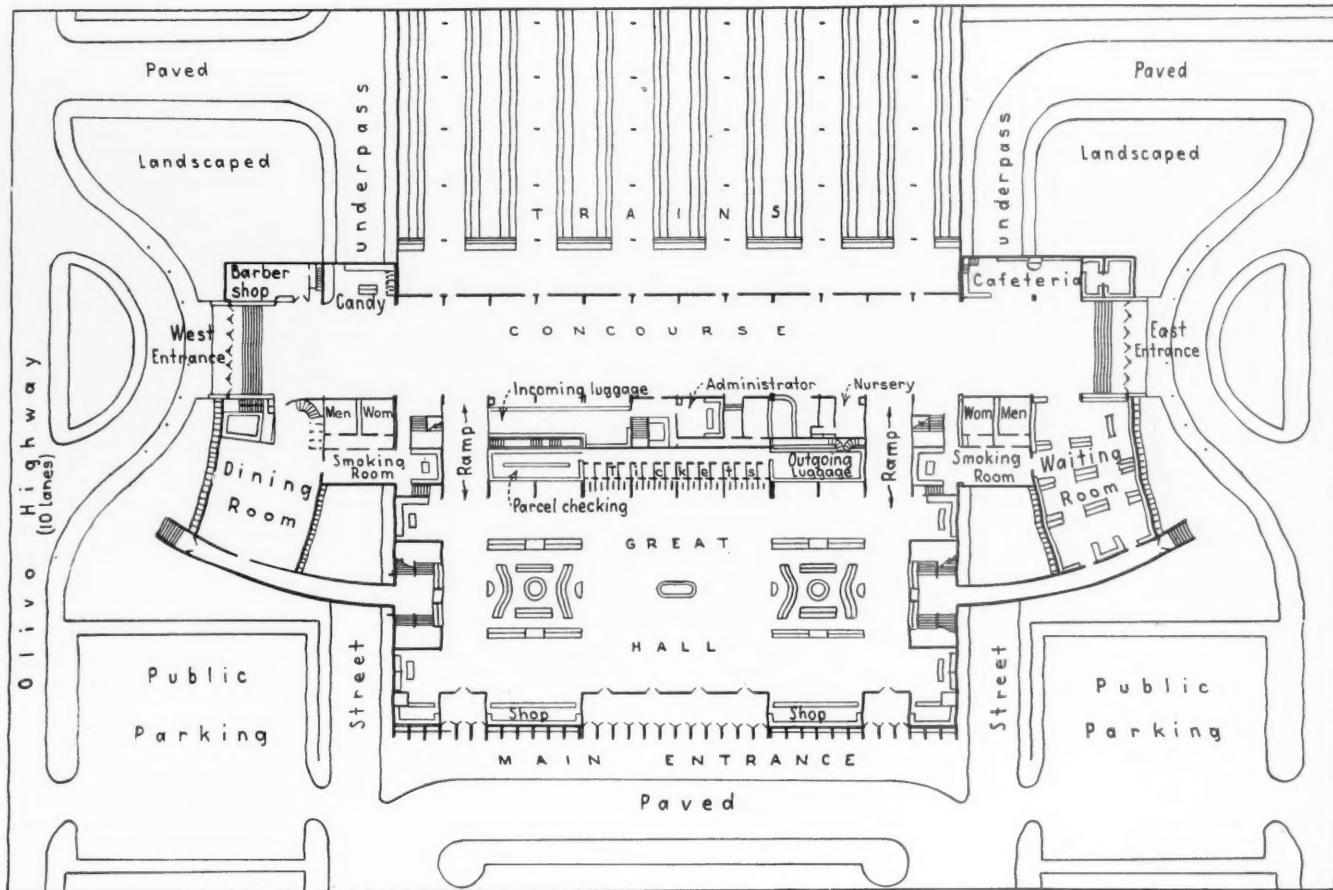
Ambitious Plans for Mexico City . . .

Elaborate Railroad Center Being Built

Will include large passenger station and administration building separated by plaza with space on both sides for commercial development—New freight terminal also under way

The eyes of railroad men in the United States are going to be directed with a great deal of interest during the next few years toward the National Railways of Mexico. Already, under the plan sponsored by Miguel Aleman, president of Mexico, for improving the country's railroads, a great deal has been accomplished to place these lines in good operating condition. The last narrow-gage line will be widened to standard gage this year. Hundreds of miles of new 112-lb. rail have been laid, and thousands of new ties have been installed. Also, signaling systems have been installed and improved, hundreds of miles of new lines have been built, new stations constructed, and operating rules improved.

But all these improvements will be largely overshadowed by a project for the construction of new passenger and freight facilities in and around Mexico City, D. F., the nation's capital. This project calls for the relocation of all but one of the freight yards in the capital area to a new industrial site on its northern edge where a new freight terminal is being built; the construction of an impressive new passenger station to replace the existing Buenavista station; and the erection of a 14-story administration building. The latter building and the passenger station will be separated by a large plaza and extensive street improvements will be made in the vicinity, including grade-separation work and the con-



Plan of the principal floor level of the new passenger station now under construction in Mexico City, on which work was started in the latter part of 1951.

struction of a 10-lane highway. It is reported that the aggregate cost of the improvement work in the neighborhood of Mexico City will be approximately \$45 million—a respectable figure in any country.

The Problem and Its Solution

This new work is the outgrowth of conditions that began when American and English interests first undertook the construction of railroad facilities in and around the city. In this work, little thought was given to the future growth of the city, the railroad facilities being located within the boundaries of the municipality as they existed at that time. Rapid growth of Mexico City during the past 30 years, caused in great part by the establishment of industrial zones in the vicinity of the railroad networks, with corresponding expansion of the residential areas around them, created a series of problems of urban-railroad character, including great congestion in the city's traffic arteries where they are crossed by railroad tracks. In fact, there are 163 crossings at grade.

Several studies have been made by different groups seeking relief from this situation. Although the technical men who studied the problem at different times were not the same individuals, and long periods of time elapsed between the various studies, it is notable that they were unanimous in their recommendations regarding the best locations for the passenger and freight terminals. The passenger station, they all agreed, should be on the site of the existing Buenavista station, while the preferred location of the freight terminal is on the northern edge of the city.

The site chosen for the passenger station has the advantage of being close to the present population center. In determining the situation, design and layout of the station and contiguous facilities consideration was given to the need for easy communication between zones having the maximum population density, for the free flow of vehicular traffic, for elimination of rail-highway crossings at grade, for control to be exercised over the settling of industries, hotels, etc., in the vicinity of the station, for developing the surrounding grounds in accordance with modern city-planning ideas, and for allowing additional planning work to be projected, which will increase property values with a minimum of changes.

Objectives that were kept in mind in designing the station were to attain a simple architectural solution, to resolve completely the problem of circulation as well as that of providing ready access for pedestrians, vehicles, and luggage, and to allow a maximum exploitation of the grounds to be obtained with a minimum of construction. The cost of the passenger station will be financed largely by the proceeds from the sale of surplus property.

The project is well past the planning stage. Excavation work for the new freight terminal is well under way, having been started late in 1950. Excavation work for the 14-story administration building and the new passenger station was begun late in 1951.

The station plaza is at the intersection of two of the principal traffic arteries of the city—Mosqueta street, an east-west route, and Olivo street, an extension of the important Insurgentes highway. The new passenger station, which has a stub-end track arrangement, is situated



Artist's rendering of the west side and main facade of the proposed administration building. On the roof of this building will be located the antenna for a microwave system to be installed for communicating with locomotives in the whole Valley of Mexico.



An artist's conception of the new passenger station which will face to the south on the plaza. The fluted front and the visors over the entrances provide shade from the sun's rays as well as protection during inclement weather.

at the north end of the plaza with trains entering from the north. At the extreme south end of the plaza will be the administration building. Property on both sides of the plaza has been zoned for specific types of commercial buildings, such as hotels, offices, etc. A knotty car-parking problem for the station, the administration building and other buildings in the vicinity has been solved by the provision of extensive parking areas on the plaza and smaller areas within the buildings.

The station building proper will consist essentially of three levels: underground, principal, and mezzanine. The main feature of the principal level will be a "great hall" which will be reached from the plaza by ample openings in the facade. Wide stairways at the far east and west sides of the great hall will lead to the waiting room on one side and a dining room on the other. These stairways, which will have telephone booths on the landings, will provide access to the mezzanine level. Facing the public entrances to the great hall will be the ticket

windows, a receiving room for light baggage (which will be transported mechanically to the proper assembly points), a parcels checkroom, and areas for shops and other services.

North of the great hall, and reached from it by wide gentle ramps, will be the promenade or concourse. This will extend in an east-west direction and, on the side opposite the great hall, will be flanked by the train platforms.

At each end of the concourse wide stairways will lead to the street level, affording easy access and exit for passengers. Other facilities on this level will include a nursery, post office, telegraph office, public telephones, delivery room for light baggage, cafeteria, barber shop, amusements, sweet shop, etc. Rest rooms will be conveniently located near each end of the public area.

On the underground level, the central structure will be separated from the east and west wings of the building by driveways which will facilitate easy receipt and delivery of heavy baggage as well as the in-and-out movements of passenger vehicles. Heavy baggage is to be mechanically handled to and from the trains in tunnels constructed below the platforms, thus avoiding inconvenience to the public. Other facilities to be provided on the underground level include bath, locker and sanitary facilities for the employees, quarters for police and traffic officers, space for vehicles, porters, watchmen, maintenance employees and shops, garage space for the employees, a machinery room, and an electric substation. This level will connect with the concourse by conveniently located access facilities which will be separate from those used by the public.

On the mezzanine level the public will find a restaurant, travel agencies with representatives of foreign railroads in Mexico, branch banks, a writing room, and sanitary facilities. Also on this level will be the offices of the station itself, those of the engineers of the Mexico and Queretaro divisions, with their washrooms and filerooms, and the control room for the electric signals and loud-speaker information service. Employees will move between the different offices by a corridor fronting on the concourse, to which the public will not have access.

Coach Yard at Freight Terminal

Trains will be made up with full equipment in a coach yard which will be constructed at the side of the freight station. From there they will head for the station, first turning on a wye to back into the station tracks, where they will remain 40 min. for receiving passengers. Inbound trains will also be turned for back-up movement into the station, where they will remain for 40 min. to discharge passengers, after which the empty equipment will be moved to the coach yard for inspection and cleaning. However, the station will be provided with facilities for making emergency repairs.

There will be 12 stub-end tracks in the station, each long enough to accommodate a 20-car train, of which 6 will be for inbound trains and 6 for outbound. Train platforms will be level with car floors. The platforms will be covered and will not be obstructed by baggage or mail-handling equipment, which will be handled in the under-platform tunnels previously mentioned.

To Consolidate Railway Offices

At present, the administrative offices of the railroad are scattered over several parts of the city. This situation not only entails considerable expense for rent, but it also presents a handicap to the efficient transaction of railway business. With the construction of the new adminis-

trative building, these offices will be consolidated in one structure, thus resulting in greater economy and better administrative operation. The new building will have its longest axis in the north-south direction and will have east and west fronts on the plaza.

The administrative building will have 14 floors of which the top floor will be a penthouse for use as a conference room, library and projection room. The ground floor, at street level, will contain rooms for special services, such as photography, blueprinting and printing, and will also contain an electric substation, store and supply rooms, a mailroom, the office of the building, garages for the manager and officers, and parking space for the automobiles of employees.

The principal level will be the story above the street level, which will have access to streets on the east and west by large stairways leading to a great hall, along

which will be the offices of the paymaster and payrolls of the National Railways of Mexico, as well as offices of the treasurer general and a section of the accounting and finance department. Also on this level will be the auditors of the Mexican Railway. All of this level will be of the open or bank type for facilitating operations.

In conjunction with the great hall on the principal level, there will be a mezzanine level which will house several offices. The remaining floors will contain the offices for all departments of the National Railways of Mexico, except that the offices of the Mexican Railway will occupy the eighth and ninth floors. The ninth floor will also have offices for the Coordinating Commission of the National Railways of Mexico, the Terminal Company of Veracruz, the Coordinating Committee of Transportation, and the Bureau of Government Transportation and Employees' Passes.

Joseph H. Young Concludes 71 Years in Railroading

A railroad career almost without parallel came to a close on December 31 when Joseph Hardie Young, assistant to the president of the Westinghouse Air Brake Company, retired from active duty.

Prior to his joining Westinghouse Air Brake and Union Switch & Signal in 1927, Mr. Young's career had taken him to 22 different railway companies, 9 of which he served as president.

Mr. Young was born in Salt Lake City, Utah, in January 1864. His father, Judge LeGrande Young, hoped that his son would also take up the law. But, (to use Mr. Young's own words), "we lived a bit too close to the railroad for me to want to follow through with his plans." In March 1880, he cut short his education at the University of Utah to join a railroad survey working southwest from Salt Lake. As rodman with this group, he helped to pioneer what later became the Los Angeles & Salt Lake (Union Pacific). In 1881 he joined the Utah Central as office boy and warehouseman subsequently holding a number of positions for that road both at Salt Lake and at local stations. Between 1882 and 1886 he served the Union Pacific as ticket clerk and train agent at Ogden, following which he was appointed traveling passenger agent for the Chicago & North Western.

He became general agent of the Salt Lake Eastern at Salt Lake City in 1889. Two years later he returned to the Union Pacific in the capacity of superintendent of the Utah division. From August 1, 1902 until December 1, 1904 he served as general superintendent of the Rio Grande Western (now D. & R. G. W.). Next he became gen-

"In railroading . . .
there is a great
fraternal spirit . . .



eral superintendent of the Colorado & Southern, rising to the position of general manager just a year and eleven days after he joined the company. He resigned from this capacity in May 1907 to become general superintendent of the St. Louis-San Francisco. In October of that same year he went to the Southern Pacific in a similar capacity.

Mr. Young was elected president of the Alaska Steamship Company, the Northwestern Steamship Company, the North Coast Lighterage company and vice-president of the Copper River & Northwestern—allied subsidiaries of the Alaska Syndicate—in May 1910.

He resigned from these syndicate positions in 1912 to become president of the Spokane, Portland & Seattle and its subsidiaries: The Oregon Trunk, the Pacific & Eastern, the Spokane & Inland Empire, the Oregon Electric, the United Railways and the Dalles, Portland & Astoria Navigation Co.

Deserting the West in 1914, he went to Norfolk, Va., as president of the Norfolk Southern, remaining there until the nation entered World War I whereupon he was appointed federal manager of the Virginian, the N.S., the Carolina and the Kingston Carolina (May 1918).

Next he moved to Washington, D. C., where, on January 15, 1919, he was appointed senior assistant director of the United States Railroad Administration

by Director General William G. McAdoo. Following termination of government control of the railroads, he returned to his former position with the N.S. where he remained until August 1921 when he accepted the presidency of the Denver & Rio Grande Western. He became receiver of the road in August of the following year and shortly thereafter resigned to become elected president of the neighboring Rio Grande Southern. In May 1925, he became a member of the railroad manager's committee, Train Service Board of Adjustment, Western region. It was from this position that he came to Westinghouse Air Brake and Union Switch & Signal in 1927 as assistant to the president. He has served the company twenty five years—to the month, in this capacity.

"Mr. Young, if you had this to do all over again, would you have taken up law instead?" a *Railway Age* reporter asked him recently.

"I know nothing more satisfying than the railroad game for a man who seeks an active life," he replied. "There is a great fraternal feeling among railroad people that is unmatched by any other form of human endeavor. You may spend much of your life competing and fighting with men in other railroads: But when it's all over, they are your warmest friends. I wouldn't have had it any other way."

New and Improved Products of the Manufacturers



Larger Reflector Lamps

Two 500-watt R-40 reflector lamps have been announced by the General Electric Company, Lamp Division, Nela Park, Cleveland, Ohio. The two lamps, one with a flood beam and the other a spot beam, are designed to meet growing demands of outdoor industrial applications.

Made of heat-resistant glass, with faces 5 in. in diameter, the lamps have mogul screw bases. Preliminary performance data indicate a mean candlepower in the central 10-deg. cone of approximately 20,000 for the spot, and 4,000 for the flood lamp.

The new lamps are higher wattage companions of the 300-watt R-40 reflector lamps, and it is expected that they will extend the fields of applications of reflector lamps, where the requirements are high light output, sturdy construction and easy maintenance.



The pilot snow plow applied to an Alco-G.E. 1,500-hp. diesel road switcher on the Great Northern

interference with traction motors or obstructing cab steps. Provision is made for ample adjustment to the desired height above the rail. For seasonal use, they may be easily applied, removed and reapplied, but, if permanently installed, they serve a year-round purpose as strong deflecting pilots which clear the way of obstructions, substantially reducing the possibility of accident or derailments. Providing economical service, these sturdy one-piece castings are designed to withstand great abuse with practically no maintenance.

Cast Steel Pilot Snow Plow

The General Steel Castings Corporation, Granite City, Ill., has recently developed a cast-steel pilot snow plow for application to diesel-electric locomotives in either switching or road service.

In use on a number of railroads, these pilot plows are said to be showing good results in keeping rails clear of drifting snow and eliminating the repeated use of large snow-removing equipment.

Commonwealth pilot snow plows are rugged one-piece steel castings designed so that snow is effectively removed from the rails without causing

The new pilot snow plow does not interfere with normal coupling operations and, when locomotive units are coupled together, sufficient clearance is provided for negotiating 130 deg. curves.

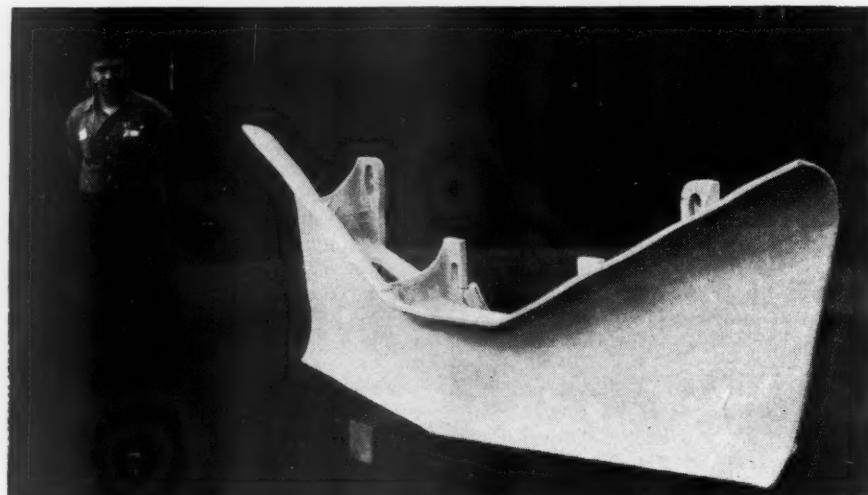
Pilot plows may be applied at either or both ends of the diesel, depending upon service requirements. Designs are available for almost all standard types of diesel switching or road locomotives.

Synthetic Rubber Packing

The replacement of leather packing with synthetic rubber packing in the air cylinders of air-operated control devices on new American Locomotive-General Electric locomotives helps power contactors, reversers and dynamic braking switches operate more smoothly and more uniformly according to engineers of the two companies. Adapter kits for each control device have been designed for locomotives now in service.

Control devices using the new synthetic rubber packing require lubrication only once a year, while leather-packed devices are usually lubricated six times a year. The danger of faulty contacts in cold weather due to improper lubrication is said to be eliminated by the new-type packing.

Each adapter kit consists of the materials necessary to convert one control device to synthetic packing. To insure correct identification for easy future renewal parts ordering, each kit also includes a new nameplate.



Commonwealth cast-steel pilot snow plow designed for Pennsylvania 1,000-hp. diesel switcher



Union-Shop Report Due February 15

The Emergency Board investigating demands of railroad non-operating employees for agreements with union shop and dues check-off provisions is scheduled to make its report to President Truman on February 15. That is in accordance with time extensions agreed to by the parties.

The public-hearing phase of the board's proceedings was concluded last week with further testimony from George M. Harrison, president of the Brotherhood of Railway Clerks, and George E. Leighty, president of the Order of Railroad Telegraphers. Their presentations were followed by the closing arguments of counsel—Lester P. Schoene for the "non-op" unions, M. C. Smith for eastern railroads, Howard Neitzert for western railroads, Donald R. Richberg for 31 southeastern roads, and J. I. Hardy for the Southern.

Members of the board are: chairman, David L. Cole, George E. Osborne, and Aaron Horvitz.

Albert N. Williams, Sr., Now Heads Denver Bank

Albert N. Williams, Sr., former president and general manager of the Belt of Chicago and the Chicago & Western Indiana, and former president of the

Lehigh Valley, has been elected president and chief executive officer of the United States National Bank of Denver.

Mr. Williams was president of the Westinghouse Air Brake Company from 1946 to 1951, prior to which he served as president of the Western Union Telegraph Company.

Freight Car Loadings

Loadings of revenue freight in the week ended January 26 totaled 727,933 cars, the Association of American Railroads announced on January 31. This was a decrease of 19,729 cars, or 2.6 per cent, compared with the previous week; a decrease of 56,233 cars, or 7.2 per cent, compared with the corresponding week last year; and an increase of 91,999 cars, or 14.5 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended January 19 totaled 747,662 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

| REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, January 19 | | | |
|---|-----------|-----------|-----------|
| District | 1952 | 1951 | 1950 |
| Eastern | 131,883 | 143,743 | 117,908 |
| Allegheny | 154,387 | 160,827 | 128,110 |
| Pocahontas | 62,730 | 61,111 | 44,812 |
| Southern | 139,838 | 140,421 | 112,878 |
| Northwestern | 79,688 | 85,126 | 63,903 |
| Central Western | 114,577 | 124,130 | 97,151 |
| Southwestern | 64,559 | 64,392 | 54,401 |
| Total Western Districts | 258,824 | 273,648 | 215,455 |
| Total All Roads | 747,662 | 779,750 | 619,163 |
| Commodities: | | | |
| Grain and grain products | 52,509 | 54,590 | 41,908 |
| Livestock | 8,729 | 9,568 | 9,165 |
| Coal | 163,626 | 158,766 | 114,899 |
| Coke | 16,637 | 17,003 | 12,165 |
| Forest products | 45,264 | 48,823 | 29,654 |
| Ore | 19,358 | 18,404 | 10,840 |
| Merchandise I.C.I. | 70,373 | 80,941 | 78,784 |
| Miscellaneous | 371,166 | 391,655 | 321,748 |
| January 19 | 747,662 | 779,750 | 619,163 |
| January 12 | 742,757 | 783,015 | 629,543 |
| January 5 | 612,780 | 662,427 | 505,753 |
| Cumulative total 3 weeks | 2,103,199 | 2,225,192 | 1,754,459 |

In Canada.—Car loadings for the

period ended January 21 totaled 76,952 cars compared with 78,003 cars for the preceding seven-day period and 78,044 cars for the week ended January 20, 1951, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|-------------------------------|---------------------------|---|
| Totals for Canada: | | |
| January 21, 1952 | 76,952 | 37,317 |
| January 20, 1951 | 78,044 | 37,373 |
| Cumulative totals for Canada: | | |
| January 21, 1952 | 217,223 | 101,910 |
| January 20, 1951 | 219,277 | 101,895 |

Eastern RRs Restore Port Differentials

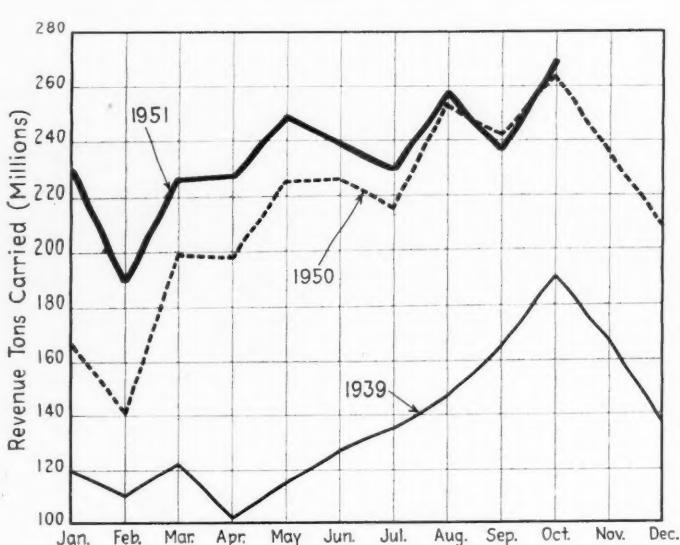
Eastern railroads have restored, effective February 1, port differentials on class rate traffic from North Atlantic ports to points west of Buffalo and Pittsburgh in Central Territory. This action will restore the differentials applicable before the general increases authorized by the Interstate Commerce Commission since June 1946.

Tobin Will Decide 40-Hour Issues Unsettled by March 1

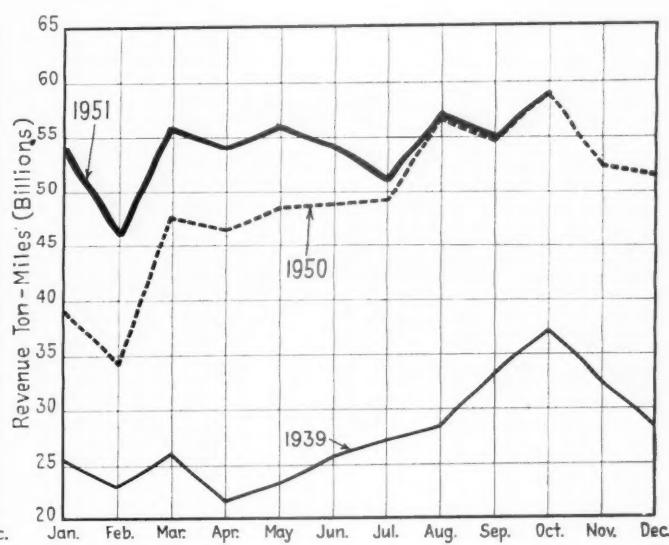
March 1 is the deadline by which various railroads and the Brotherhood of Railroad Trainmen must settle their differences on whether there is adequate manpower to permit establishment of a 40-hour work week for yard service employees.

Secretary of Labor Maurice J. Tobin, recently appointed by President Truman to decide the manpower issue, set the March 1 deadline. If there are disputes still pending at that time, Mr. Tobin will then "exercise his power under the contract to make binding decisions."

Under the agreement signed May 25, 1951, between the carriers and the B.R.T., the roads agreed "in principle" to the 40-hour week for yardmen. The manpower issue was left open, subject to final determination after the union



REVENUE TONS AND REVENUE TON-MILES—1951 compared with 1939 and 1950



Car Surpluses and Shortages

Average daily freight car surpluses and shortages for the week ended January 26 were announced by the Association of American Railroads on January 31 as follows:

| | Surplus | Shortage |
|----------------------|---------|----------|
| Plain Box | 1,235 | 1,835 |
| Auto Box | 625 | 15 |
| | | |
| Total Box | 1,860 | 1,850 |
| Gondola | 554 | 1,585 |
| Hopper | 833 | 516 |
| Covered Hopper | 210 | 6 |
| Stock | 2,352 | 42 |
| Flat | 211 | 301 |
| Refrigerator | 1,795 | 73 |
| Other | 277 | 94 |
| | | |
| | 8,092 | 4,467 |

served notice on individual roads that it was ready to consider the five-day week.

The B.R.T. served such notice last fall, stating that yard services employees desired to place the five-day week in effect on or after January 1, 1952. The notice was served on 57 carriers, and some 36 roads have concurred.

Other roads have taken the position they cannot place the 40-hour week in effect and still have six- and seven-day service performed at straight-time rates with reasonable regularity.

Following his appointment as referee of the manpower issue, Secretary Tobin met with representatives of the union and the carriers to work out procedure for settling the matter.

This procedure provided that carriers and the union would continue to negotiate privately until February 1. On that date, the parties would advise Mr. Tobin of any disputes still unsettled. Throughout February the parties are to "reapproach" such disputes, and either side may request mediation. A final report will be submitted to Mr. Tobin on March 1, and it is after that date that he will exercise his authority to make binding decisions.

The May 25 agreement provides that if and when the 40-hour week becomes effective for yardmen, they will receive an additional wage increase of four cents an hour.

Plan Short Course on Perishables March 17-21

The sixth annual National Short Course on Transportation Losses of Perishables will be conducted at Purdue University, West Lafayette, Ind., during the week of March 17. Plans for the course are being prepared by the Freight Claim Division of the Association of American Railroads, the American Railway Development Association and the university.

It is expected that the course will include lectures and demonstrations on diseases and injuries to fruits and vege-

tables; recent developments in container construction and car loading methods; trends in perishable loss prevention; refrigeration; heater protection; and storage. Final details of the program will be announced later to members of both organizations.

Rail-Barge Rate Order Postponed Indefinitely

The Interstate Commerce Commission has postponed, "until further order of the commission," the effective date of its order requiring railroads and water carriers on inland waterways to establish through routes and joint rates reflecting differentials under all-rail rates. The postponement order, dated January 23, was issued by Chairman Rogers in the long-pending No. 26712 proceeding.

It cited the railroads' request for vacation of the rate order, and letters concurring in that request which the commission has received from the American Barge Line Company, and the government owned Inland Waterways Corporation, operator of Federal Barge Lines (*Railway Age*, January 7, page 14).

I.C.C. Vacates Order In Ex-Lake Grain Case

Complying with a recent decision of the United States Supreme Court, the Interstate Commerce Commission has vacated the order whereby it had undertaken to strike down railroad tariffs that will have the effect of equalizing export rates on ex-lake grain from Buffalo, N. Y., to Atlantic ports, including Albany, N. Y.

The proceeding at the commission was docketed as I.S. No. 5641, and the now vacated order was originally issued May 4, 1950, but its effective date was postponed while interested railroads took the case to court. The Supreme Court's decision was announced on December 3, 1951 (*Railway Age*, December 10, 1951, page 17).

J. G. Lyne Heads Rail Congress' Organizing Group

James G. Lyne, president of the Simmons-Boardman Publishing Corporation and editor of *Railway Age*, has been named chairman of the organizing committee of the Eighth Pan-American Railway Congress to be held in the United States in the summer of 1953. This was announced in Washington, D. C., at a January 29 meeting of the United States National Commission in the Pan-American Railway Congress Association.

Lloyd J. Kiernan, manager of special studies, Association of American Railroads, has been appointed general secretary of the committee.

The announcements were made by A.A.R. President William T. Faricy, chairman of the commission, who presided at the meeting.

The organizing committee will be in

charge of arrangements for the 1953 conference which will be held in Washington, and probably at Atlantic City, N. J. Members of the committee, in addition to Chairman Lyne, will include railroad executives and government officials.

Another appointment made at the meeting was that of Richard M. Connell as the commission's resident member on the permanent commission of the Congress Association. Mr. Connell is first secretary of the United States embassy at Buenos Aires, Argentina.

Senate Committee Gets More Time for Studies

The Senate has extended until January 31, 1953, the time allowed its Committee on Interstate and Foreign Commerce to complete pending transport studies. The studies are those undertaken in 1949 pursuant to Senate Resolution 50 of the Eighty-First Congress, which was adopted April 11, 1949.

The extension provisions were embodied in Senate Resolution 258, which was agreed to on January 24.

Wage Board Plans Meeting On Regulation Changes

The Railroad and Airlines Wage Board will hold a two-day meeting February 18-19, in Washington, D. C., to discuss with railroads and rail unions possible changes in the board's Stabilization Regulation 1. The regulation was issued late last year (*Railway Age*, December 10, 1951, page 64).

Other subjects to be discussed include problems of board procedure and operations, and the handling of cases involving salaried employees. Jurisdiction as to the latter is now divided between the rail board and the Salary Stabilization Board.

The board's Stabilization Regulation 1 formally extended to railroad and air line employees the government's cost-of-living policy and other outstanding wage and salary stabilization regulations.

P.R.R. Plans for Perfect Shipping Month

Pennsylvania Railroad plans for the April Perfect Shipping Month contemplate, primarily, meetings designed to promote careful switching of cars. During October 1951, which the P.R.R. designated as its "No Rough Handling" month, results obtained by the 800-odd careful handling meetings were impressive enough so that the carrier decided on a similar campaign for April, and another "No Rough Handling" month for October 1952. More than 22,000 P.R.R. employees attended the October 1951 meetings.

Beginning about mid-February, the Pennsylvania also will begin a system-wide series of meetings, in which supervisors from all departments will participate, designed better to acquaint all

such personnel with freight claim rules and with some of the things which they as supervisors can do to further the carrier's loss and damage prevention program. The "board" of instructors will include H. H. Young, freight claim agent, O. D. Moore, manager of the insurance department, and J. L. Webb, manager of stations and motor service.

The P.R.R. also announced that, to provide better l.c.l. service, its principal eastern transfers at Trenton, N. J., and Philadelphia have been put on seven-day-per-week operations, while President Station at Baltimore is now working 16 hours per day. Further, all transfer (l.c.l.) work in the Pittsburgh area now is being handled at the 11th Street station, with Federal Street having been relieved of such work.

Ryerson Reveals Plan To Utilize Idle Steel

A plan to get stagnant steel and idle equipment into active use, or else disposed of as scrap, has been announced by Joseph T. Ryerson & Son, Inc., steel distributors.

To help steel users dispose of items they are willing to sell, Ryerson is offering to publish, without charge, classified advertisements in its company newspaper, which is circulated nationally to more than 100,000 firms in all lines of business. The program is designed to provide a medium of exchange between users of steel products, making steel and steel equipment that may be lying dormant in one location available to potential users elsewhere.

The plan, the Ryerson announcement says, "approaches the scrap problem from another angle," in that it "is aimed primarily at prying loose unused steel and equipment and getting it into use, or if it is found to be unusable, getting it scrapped."

Deficit Prospect Brings Plea for Barge Line Aid

The government owned Inland Waterways Corporation, operator of the Federal Barge Lines, will lose an estimated \$496,000 in the year beginning next July 1, according to estimates contained in President Truman's recent budget message to Congress. For the current year, I.W.C. expects to lose \$217,000.

Meanwhile, the corporation's latest annual report showed a profit of \$81,734 in the year ending June 30, 1951. This profit, the first since 1943, resulted from improved earnings of I.W.C.'s railroad subsidiary.

The rail line's net profit in 1951—enough to lift the entire operation into the black—was \$608,504. Barge operations during this same fiscal year showed a loss of \$526,770.

The I.W.C. rail subsidiary is a switching line between Port Birmingham, Ala., and Ensley. It connects I.W.C. facilities with trunk line railroads in the southeast.

News Briefs . . .

... Col. William S. Carr, superintendent of the New Haven division of the New York, New Haven & Hartford, has been awarded the Legion of Merit, "for outstanding service" as director general of military railways in Korea from August 1950 to March 1951.

... An all-time scrapping record for the Rock Island was set in 1951. During the year no less than 120 steam locomotives and their tenders met the torch to furnish the basic ingredient for more steel. In 1950 the road cut up 97 of the "old gals." The smallest engines this year were switchers, each representing some 133 tons of scrap. The largest—members of the Rock Island's 5,000-class 4-8-4's—accounted for 395 tons each.

... A solid 18-carat gold tea service, originally presented to Samuel Sloan by officers and employees of the Delaware, Lackawanna & Western, has been placed on display in the Museum of the City of New York. The tea service, made by Tiffany & Co., was presented to Mr. Sloan on his 80th birthday, December 25, 1897, when he was completing 30 years as president of the Lackawanna.

... A 10-year contract calling for delivery of over a million tons of coal a year—said to average about 80 carloads per working day—has recently been signed with the Tennessee Valley Authority by the Tennessee Central.

... Opening of one of the largest restricted industrial districts in the southwest has been announced by the Missouri-Kansas-Texas. The 350-acre district, in the Farmers Branch area adjoining the northern city limits of Dallas, Tex., will be served exclusively by the Katy. Two industries already have constructed plants in the district.

... Responses from Central of New Jersey commuters to a questionnaire asking for comments on the road's service show its equipment considered "to be generally satisfactory," the C. of N.J. has reported. In summarizing commuter responses the road added that over \$250,000 a year is being spent on repairing and modernizing its coaches and more than \$1,000 a day for cleaning coaches. Both programs will be accelerated as additional funds become available.

President Truman, in his budget message, recommended that Congress either provide funds to rehabilitate the F.B.L., or else relax statutory conditions which limit their being sold to private operators.

"In establishing the corporation, the Congress intended that it be sold to private operators after it had demonstrated the economic feasibility of full-scale common carrier operations," the message said. "That possibility has never been demonstrated with sufficient

certainty to encourage any substantial offer for these properties."

Gross operating income of I.W.C. in fiscal 1951 was \$11,157,443, and is expected to rise to \$11,873,000 by 1953. Even with this increase, a substantial deficit is being predicted.

The President's budget message reported that 54 per cent of the I.W.C. boats and 58 per cent of the barges are over 20 years old, and only 23 per cent of the boats and 19 per cent of the barges are less than 10 years old.

"Repairs are increasingly a cause of serious delays and the usefulness of barges is being curtailed gradually by their advanced state of deterioration," the budget message reported. "As this situation becomes progressively worse, the capacity to handle cargo will rapidly diminish. Cargo capacity has already been decreased by the complete or partial condemnation of 119 barges for cargo insurance representing approximately 45 per cent of the barge equipment owned by the corporation."

The I.W.C. in 1951 reported total revenue ton-miles of 2,756,188.377. Freight transported in corporation barges was up 5.9 per cent over 1950, but tonnage towed for the account of others decreased about 20 per cent.

William G. Oliphant, of New Orleans, has been made president of I.W.C. after serving as acting president since September 1951. Mr. Oliphant, who has been with the corporation 29 years, took the oath as president on January 29.

SUPPLY TRADE

The communications and electronics division of **Motorola, Inc.**, has been moved to new quarters at 4501 West Augusta boulevard, Chicago. The new building, immediately adjacent to the company's main television and radio plant, provides 200,000 sq. ft. of plant and office space.

Thomas C. Renner, formerly of the railroad journal box design section of the Hyatt Bearings division of **General Motors Corporation**, Harrison, N. J., has been transferred to the Chicago office to handle railroad service work in that territory.

The **Pyle-National Company** has moved its San Francisco offices to 593 Market street, San Francisco 5.

The **Taylor Fibre Company**, with main offices in Norristown, Pa., and La Verne, Cal., has opened a new district office at 822 Wood street, Pittsburgh 21. **W. H. Slocum** is district manager of the new office.

John M. Murray has been named assistant sales manager of the **Simplex Wire & Cable Co.** Mr. Murray joined Simplex in 1928 after graduation from Northeastern University. He worked

first in the electrical research laboratory, transferring subsequently to the engineering department and later to the sales department.

James A. Hale has been appointed district sales manager in charge of the Cleveland office of the **Youngstown Sheet & Tube Co.**, succeeding the late **F. A. Olmstead**.

Lynne L. White, Jr., has been appointed general manager of the **Mars Signal Light Company**, Chicago. A graduate of Dartmouth college, Mr. White has been with the Mars organization since 1948.

E. P. Moses has been appointed eastern railroad sales representative of **Guilford S. Turner, Inc.**, of Chicago. Mr. Moses recently retired as engineer, car equipment, of the New York Central (*Railway Age*, December 10, 1951, page 81, and December 24, page 48).

John V. Munro, associated with the **Caterpillar Tractor Company** since its formation in 1925, has retired. Following early experience with a number of manufacturing firms, Mr. Munro joined C. L. Best Company, San Leandro, Cal., (a Caterpillar predecessor) in 1921 as purchasing agent. Later, with the formation of Caterpillar in 1925, he moved to Peoria, Ill., in the same capacity, and in the year following was elected vice-president.

W. A. Enstrom and **W. F. Brietzke** have been appointed co-managers of the railroad track material division of **Pettibone Mulliken Corporation**. Mr. Brietzke was also named manager of the railroad machinery division.

C. F. Sponsler, application engineer in the transportation department of the **Westinghouse Electric Corporation**.

poration since 1942, has been appointed manager of the land transportation section of the department, succeeding **H. H. Hanft**, recently appointed assistant to manager of the industrial department.

Mr. Sponsler was graduated from Haverford College in 1938 with a B. S. degree in engineering. He joined the Westinghouse graduate student training course in 1939 and, until 1942, was in the transportation application engineering department of the transportation and generator division.

OBITUARY

Herbert I. Dunphy, 65, assistant vice-president of the American Car & Foundry Co., died on January 23, after a brief illness. Mr. Dunphy joined A. C. F. in May 1920, in the New York sales department and in December 1936 was appointed assistant vice-president of sales.

W. E. Goldsmith, general traffic manager of **R. G. LeTourneau, Inc.**, Peoria, Ill., as president. Other officers elected were **R. V. Craig**, general traffic manager, **Allied Mills, Inc.**, Chicago, first vice-president; and **R. C. Berrey**, general traffic manager, **U. S. Gypsum Company**, Chicago, second vice-president. Reelected secretary-treasurer was **A. J. Maurer**, assistant traffic director of the **Chicago Association of Commerce & Industry**.

John W. Shumaker, superintendent of police of the Western region of the Pennsylvania, has been elected president of the **Chicago Railway Special Agents & Police Association**. **M. F. Morrissey**, chief special agent of the Pullman Company, has been elected vice-president, and **R. W. Biggerstaff**, inspector of investigation of the Grand Trunk Western, has been named secretary-treasurer.

The 1952 convention of the **American Railway Magazine Editors Association** will be held in October, at Santa Fe, N. M.

ORGANIZATIONS

The following officers have been elected for 1952 by the **Appalachian Traffic Club**, Kingsport, Tenn.: **H. C. White**, soliciting freight agent, Norfolk & Western, president; **Fleetwood Gruver**, terminal manager, Silver Fleet Motor Express, **J. B. Gillis**, traffic manager, Tennessee Eastman Company, and **E. R. Lowry**, **T. M. Harris Manufacturing Company**, vice-presidents; and **G. A. Dansberry**, district freight and passenger agent, Southern, secretary and treasurer.

The **Illinois Territory Industrial Traffic League**, at its annual meeting in Chicago on January 18, elected

A 10-week course on "Current Developments in Selected Railroads," meeting on Mondays from 5:15 to 6:45 p.m., beginning February 18, is included in the curriculum of the spring term of the **New York Institute of Finance**. Like earlier courses on the same subject, it will be conducted by **Pierre R. Bretey**, railroad analyst, **Baker, Weeks & Harden**; **Herbert F. Wyeth**, railroad analyst, **Shields & Co.**; and **W. Wendell Reuss**, partner, **McLaughlin, Reuss & Co.**

The **Traffic Club of Baton Rouge** recently installed the following officers for the ensuing year: President, **Oscar L. Lewis**, plant traffic manager of the **Solvay Process Company**; first vice-president, **Robert J. Turner**, general agent, **Illinois Central**; second vice-



George C. Worthley



J. S. Peterson



Gordon R. Anderson



W. H. Kingsley

Fairbanks, Morse & Co. has announced a plan of autonomous operation for its scale and electrical divisions. **George C. Worthley**, who has been with the company since 1914, has been appointed general manager of the scale division, and **J. S. Peterson**, formerly in the office of vice-president in charge of sales, has been appointed sales manager of the

division, to succeed Mr. Worthley. **Gordon R. Anderson**, formerly works manager of the Freeport, Ill., plant, has been appointed general manager of the electrical division, and **W. H. Kingsley**, sales manager of the electrical division since he joined the company in 1949, will continue in that capacity. Both will have headquarters at Freeport.

president, John M. Reid, Jr., agent, D. C. Hall Transport, Inc.; treasurer, Louis S. Rand, rate expert, Louisiana Public Service Commission, and secretary, Doss H. Berry, general manager, Baton Rouge Traffic Bureau, Inc.

The **American Materials Handling Society** will hold an Atlantic Regional Conference at the Commodore Hotel, New York, on March 27 and 28. All chapters of the society in the Atlantic region will participate, with New York as the host chapter. W. H. Schmidt, Jr., western editor of *Railway Age*, will address the one complete assembly of the conferees at a luncheon on the 28th.

The **Railway Employees' Department, American Federation of Labor**, has moved to Suite 1212, Consumers building, 220 South State street, Chicago 4.

The **Eastern Car Foremen's Association** will hold its next meeting in Room 502, Engineering Societies building, 29 West 39th street, New York, on February 8, at 7:45 p.m. T. J. Boring, general foreman, MCB Clearing House, Pennsylvania, at Altoona, Pa., will speak on "1952 A.A.R. Interchange Rules." A buffet-supper will be held at 6 p.m., in the Old Timers Grill, 7 East 40 street, New York.

CONSTRUCTION

Central of New Jersey.—A contract has been awarded to the Wagner Construction Company, Kingston, Pa., for a yard office building and retarder tower at Allentown, Pa., at an estimated cost of \$65,000.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in January

Domestic equipment orders for 102 diesel-electric locomotive units, 6,132 freight-train cars and 92 passenger-train cars were reported by individual purchaser in *Railway Age* in January. Estimated cost of the locomotive units is \$13,094,000; of the freight-train cars, \$37,044,000; and of the passenger-train cars, \$4,143,016. An accompanying table lists the orders in detail.

FREIGHT CARS

The **Canadian National** has ordered 100 side and center convertible dump cars, with ends which may be

| Locomotives | | | | |
|----------------------|-----|------------------------|----------------|-----------------------|
| Purchaser | No. | Type | Issue Reported | Builder |
| Erie | 10* | 1,200-hp. Switching | Jan. 28 | Baldwin-Lima-Hamilton |
| | 16 | 1,600-hp. Rd.-Sw. | Jan. 28 | American-G.E. |
| | 2 | 1,000-hp. Switching | Jan. 28 | American-G.E. |
| Reading | 14 | 1,500-hp. Rd.-Sw. | Jan. 28 | Electro-Motive |
| | 12* | 1,600-hp. Rd.-Sw. | Jan. 7 | American-G.E. |
| | 8* | 1,600-hp. Rd.-Sw. | Jan. 7 | Electro-Motive |
| Transportation Corps | 4* | 1,600-hp. Rd.-Sw. | Jan. 7 | Baldwin-Lima-Hamilton |
| | 24* | 550-hp. Switching | Jan. 7 | General Electric |
| | 12 | 1,200-hp. Diesel-elec. | Jan. 21 | Baldwin-Lima-Hamilton |

*Listed also in Annual Review and Outlook issue, January 14.

| Freight Cars | | | | |
|------------------------|-------|--------------------|----------------|--------------------|
| Purchaser | No. | Type | Issue Reported | Builder |
| C. & N. W. | 300 | 70-ton Ore | Jan. 28 | Bethlehem Steel |
| D. & R. G. W. | 500* | 70-ton Gondola | Jan. 7 | General American |
| E. & L. S. | 10 | 50-ton Box | Jan. 28 | Pullman-Standard |
| L. & N. | 125 | 70-ton Cov. Hopper | Jan. 28 | Pullman-Standard |
| M. St. P. & S. Ste. M. | 400 | 50-ton Box | Jan. 28 | R. R. Shops |
| | 100 | 50-ton Hopper | Jan. 28 | R. R. Shops |
| N. C. & St. L. | 25 | 70-ton Cov. Hopper | Jan. 28 | Pullman-Standard |
| Transportation Corps | 2,000 | Box | Jan. 21 | Pressed Steel Car |
| | 681 | Gondola | Jan. 21 | Pressed Steel Car |
| | 617 | 40-ton Flat | Jan. 21 | Pressed Steel Car |
| | 965 | Gondola | Jan. 21 | Magor Car |
| | 100 | 40-ton Flat | Jan. 28 | Thrall Car |
| | 230 | Maintenance | Jan. 28 | Kalamazoo Mfg. |
| | 79 | Maintenance | Jan. 28 | Northwestern Motor |

*Listed also in Annual Review and Outlook issue, January 14.

| Passenger Cars | | | | |
|----------------------|-----|--------------------|----------------|---------------|
| Purchaser | No. | Type | Issue Reported | Builder |
| B. & M. | 2 | RDC-1 | Jan. 21 | Budd |
| Transportation Corps | 1 | RDC-3 | Jan. 21 | Budd |
| | 89 | Kitch. Troop-Hosp. | Jan. 28 | St. Louis Car |

turned down for use with poles or other long loading. The cars will be built by the Canadian Car & Foundry Co., at an estimated cost of \$900,000. Delivery is scheduled for March 1953.

The **Southern** will immediately ask for bids on construction of 3,500 steel gondola and hopper cars. "Mounting defense traffic and the continuing industrial growth of the south" prompted the decision to order the new cars, Harry A. DeButts, Southern president, said, explaining that they are being ordered "in anticipation of an early and favorable decision by the I.C.C. on the railroad's current petition to put into effect the full amount of the 15 per cent freight rate increase requested last March." "If that decision isn't favorable," Mr. DeButts added, "we will have to take another look at our equipment program."

LOCOMOTIVES

General Electric Company, Philadelphia, Pa., has been awarded contracts for the construction of 83 diesel-electric locomotives for the **Transportation Corps**. Fairbanks, Morse & Co., Chicago, Ill., will build another 20 dieselelectrics for the T.C.

The awards to G.E. include 50 locomotives at \$175,800 each, and 33 at \$166,630 each. All 83 are standard-gauge, 120-ton, 0-6-6-0 units, for use in foreign service. Estimated total cost of all these locomotives is \$14,296,790, and deliveries under the contracts are expected to begin in about nine months.

The 20 units to be built by Fairbanks-Morse are 1,200-hp. and standard-gauge. They will cost \$108,437 each. The company expects to deliver ten units by June, and the remaining ten by December 1952. Total cost of all 20 units is an estimated \$2,168,740.

The 83 locomotives awarded to G.E. are a part of the 772 diesels-electrics on which the T.C. asked bids in November 1951. (*Railway Age*, December 3, 1951, page 100). As to the remaining 689 units, the T.C. reports that for the time being "requirements have been withdrawn."

IRON & STEEL

The **Central of New Jersey** has ordered 1,465 tons of rail from the Bethlehem Steel Company.

The **Texas & Pacific**'s 1952 rail program includes replacement of present 110-lb. and 112-lb. rail between Longview, Tex., and Mineola (45.3 miles) with new 132-lb. rail. The 112-lb. rail will be relaid elsewhere.

CAR SERVICE

I.C.C. Service Order No. 851, which authorizes railroads serving Oregon, California, Arizona and Nevada to substitute refrigerator cars for box cars, has been modified by Amendment No. 8, which set back the expiration date from January 31 to April 30.

Second Revised I.C.C. Service Order No. 856, which provides for inclusion of Saturdays in computing demurrage on all freight cars, has been modified by Amendment No. 2, which set back the expiration date from January 31 to May 31.

I.C.C. Service Order No. 860, which provides for substitution of refrigerator cars for box cars to transport fruit and vegetable containers and box shooks in Pacific Coast states, has been modified.

fied by Amendment No. 5, which set back the expiration date from January 31 to April 30.

I.C.C. Service Order No. 865, which imposes super-demurrage charges running up to \$20 per day, has been modified by Amendment No. 21, which set back the expiration date from January 31 to April 30.

Revised I.C.C. Service Order No. 872, which maintains the permit system controlling movement of grain to terminal elevators, has been modified by Amendment No. 2, which set back the expiration date from January 31 to May 31. The amendment also appointed T. M. Healy, 204 Southern Railway building, Atlanta, Ga., as the permit agent for the port of Mobile, Ala., in addition to New Orleans, La.

FINANCIAL

Atchison, Topeka & Santa Fe.—*Stockholders' Committee to Seek Larger Dividends.*—A group of stockholders in this company have organized a "Santa Fe Railway Stockholders' Committee," which states that it "will endeavor to secure additional and increased dividends" and "otherwise promote the interests of the stockholders." The committee intends to request two special cash dividends for common stockholders—one of \$2.50 a share, to be paid out of the \$12.7 million tax refund received by the company in 1951, and another of \$5 a share, to be paid out of corporate surplus of the railway company and its wholly owned subsidiaries, particularly the Western Improvement Company. The committee also plans to ask that the regular quarterly dividend on the common stock be increased from \$1 to \$1.50 per share, and that the company distribute new stock, representing the non-operating assets of the railroads. The committee plans to bring these proposals before the annual stockholders' meeting on April 24. Boudewyn Philippo has been appointed chairman of the committee. Henry A. Sauter vice-chairman, Morris Mitchell secretary-treasurer, and Leonard Klaber, of New York City, counsel.

Baltimore & Ohio.—*Sale of P. & R. C. & I. Stock.*—The Baltimore & Ohio has sold to Graham-Newman Corporation, an investment firm, and associates, its entire holdings of stock in the Philadelphia & Reading Coal & Iron Co., amounting to 119,308 shares. The sale price was not revealed, but the closing price on P. & R. C. & I. stock on the New York Stock Exchange on January 28 was 18 1/4. The stock had been pledged, along with other securities, behind the B.&O.'s \$72,991,000 of 4 per cent collateral trust bonds, maturing January 1, 1965, held by the Reconstruction Finance Corporation. A. B. & O. officer was quoted as say-

ing that the Guaranty Trust Company of New York, which is trustee for the bonds, would use the payment for the stock to buy some of the bonds.

Chicago & Western Indiana.—*Relief from Competitive Bidding Requirements.*—This road has asked the I.C.C. for authority to negotiate the sale of \$52,500,000 of first and refunding mortgage bonds without complying with the commission's competitive bidding requirements. The bonds, dated not earlier than March 1, 1952, would mature not later than September 1, 1962. The interest rate would be the subject of negotiation, and the bonds would be jointly guaranteed by five railroads which own the C.W.I. Proceeds from the new bonds would be used for refunding \$50,000,000 in 4 per cent consolidated bonds, due July 1, 1952. The remaining \$2,500,000 would be used to restore working funds, pay off short-term loans, and provide funds for additions and betterments during 1952.

According to the road's application, the investment bond market is not receptive to new issues of railroad mortgage bonds and there are few, if any, factors which forecast a change for the better.

Olin Industries.—*Acquisition.*—The I.C.C. has approved this firm's application for authority to acquire control of the Arkansas & Louisiana Missouri, the Mansfield Railway & Transportation Co., the Louisiana & Pine Bluff, and the Nacogdoches & South Eastern. Olin is acquiring Frost Lumber Industries, a Missouri corporation, and these four short lines are controlled directly or indirectly by Frost subsidiaries (*Railway Age*, December 31, 1951, page 57).

St. Louis Southwestern of Texas.—*Bond Extension.*—The I.C.C.'s Division 4 has granted this road authority to extend the maturity date on \$280,000 of its Dallas branch first mortgage bonds. The bonds, due to mature January 1, 1952, will be extended to July 1, 1990.

United of Havana.—*Cuban President to Seek Nationalization.*—The president of Cuba has announced he will introduce legislation in the Cuban congress for nationalization of the United of Havana, according to a recent issue of *Foreign Commerce Weekly*. The road has been under the operating control and direction of an interventor of the government since June 10, 1949. Recommendations by a technical survey mission of the International Bank for Reconstruction and Development that United and the Consolidated of Cuba, which together constitute almost the entire public service railroad system of the island, be rehabilitated and merged under private management, were outlined in *Railway Age* February 26, 1951, page 34. The survey mission's report also recommended that, after the merger, individual sugar companies acquire a substantial minority interest

and participation in control of the new company.

According to the news story, the Cuban president chided sugar mill owners for not accepting his recent recommendation that they purchase United. Some observers reportedly think his nationalization proposal is designed to induce the sugar interests to take over the carrier. It also was indicated the president would request a 6-cent-per-bag tax on sugar to provide funds for purchase of United.

Dividends Declared

ALABAMA & VICKSBURG.—\$3, semiannual, payable April 1 to holders of record February 29.

CHICAGO, INDIANAPOLIS & LOUISVILLE.—Class "A" stock trust certificates, \$1.25, payable February 25 to holders of record February 8.

DALLAS RAILWAY & TERMINAL.—common, 35c, quarterly; 7% preferred, \$1.75 quarterly, both payable February 1 to holders of record January 21.

ERIE.—preferred, \$1.25, quarterly, payable March 1, June 2, September 2, and December 1 to holders of record February 11, May 13, August 13 and November 13.

NASHVILLE, CHATTANOOGA & ST. LOUIS.—75c, quarterly, payable March 3 to holders of record February 4.

NORFOLK & WESTERN.—75c, quarterly, payable March 10 to holders of record February 6.

PEORIA & BUREAU VALLEY.—\$2.25, reduced semiannual, payable February 9 to holders of record January 25.

READING.—4% non-cumulative 1st preferred, 50c, quarterly, payable March 13 to holders of record February 21.

VICKSBURG, SHREVEPORT & PACIFIC.—common, \$2.50, semiannual; 5% preferred, \$2.50, semiannual, both payable April 1 to holders of record February 29.

Security Price Averages

| | Jan. 29 | Prev. Week | Last Year |
|---|---------|------------|-----------|
| Average price of 20 representative railway stocks | 57.76 | 57.41 | 58.94 |
| Average price of 20 representative railway bonds | 91.65 | 91.45 | 100.11 |

RAILWAY OFFICERS

EXECUTIVE

George H. Pabst, Jr., vice-president—assistant to president of the PENNSYLVANIA at Philadelphia, retired

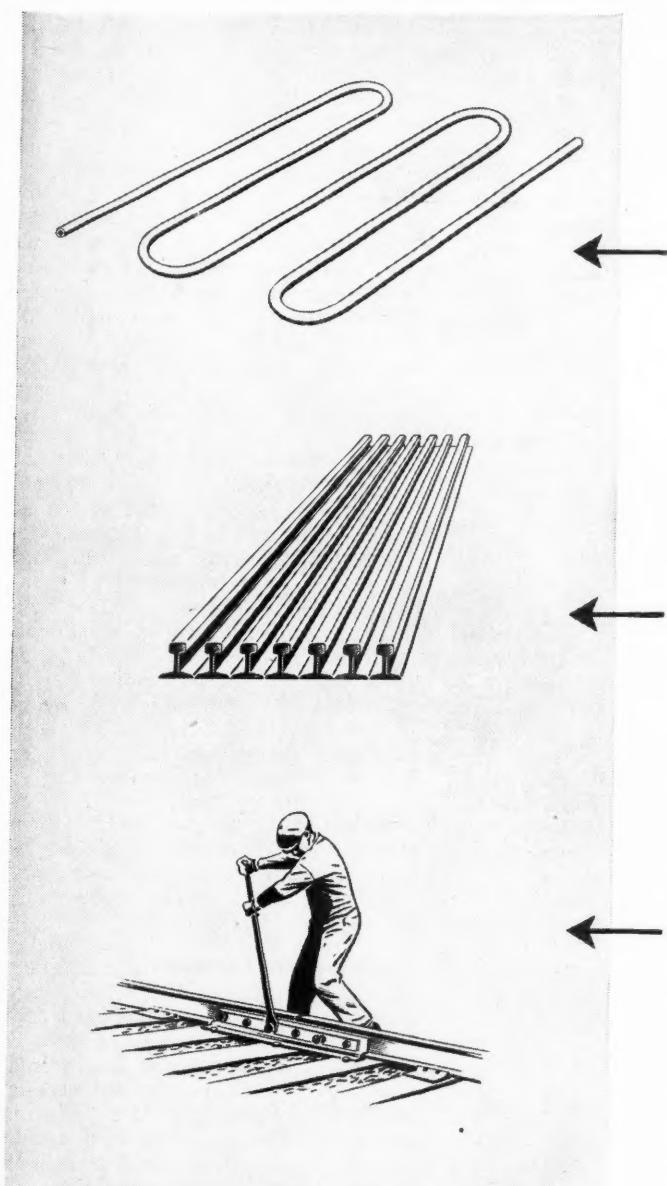


George H. Pabst, Jr.

on January 1, as was announced in *Railway Age* December 17. Mr. Pabst was born at New York on April 14,

"RIBBONRAIL"

Saves these Critical Railroad Needs...



COPPER

Signal bonds of average size weigh $2\frac{1}{2}$ ounces. In a mile of RIBBONRAIL track you save 30 pounds of scarce, costly copper — enough copper to make 147 ft. of $\frac{1}{2}$ in. standard copper tubing. When you use continuous rail you also save copper in the future because there are no bond renewals in RIBBONRAIL.

STEEL

With every mile of track laid with RIBBONRAIL you make a net saving of from 12 to 16 tons of steel — enough steel to lay more than 300 ft. of track with RIBBONRAIL. And in the future you save more steel because with RIBBONRAIL no standard lengths are removed because of battered rail ends. Put essential steel to use in rail — not in joint fastenings.

MANPOWER

RIBBONRAIL is easily installed with few men. And it eliminates joint bar maintenance — there are no fastenings to tighten and replace, no joint lubricant to apply, and no battered rail ends to build up. All these major manpower users are eliminated. Use your valuable manpower for other operations.

As a chief engineer or other railroad executive you cannot ignore savings that come with RIBBONRAIL.

The term "Ribbonrail" is a service-mark of Union Carbide and Carbon Corporation.



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A Division of Union Carbide and Carbon Corporation



Carbide and Carbon Building Chicago and New York

In Canada:

Canadian Railroad Service Company, Limited, Toronto

SINCE 1912—THE COMPLETE OXY-ACETYLENE SERVICE FOR AMERICAN RAILROADS

1888. Starting in the clerical ranks in 1906, he served as treasury analyst and assistant treasurer and was appointed treasurer of the Pennsylvania in April 1929. Mr. Pabst became assistant vice-president—finance in December 1938 and was advanced to vice-president—finance in June 1940, which position he held until last May, when he became vice-president—assistant to president.

J. T. Theby has been elected vice-president and general manager of the CHICAGO & EASTERN ILLINOIS, at Chicago. Mr. Theby started his railroad service as a switchman and joined the C. & E. I. in 1906 as a yardmaster at St. Louis. He subsequently became



J. T. Theby

general yardmaster, trainmaster, superintendent of terminals, and finally superintendent of all operations. Mr. Theby was appointed general manager in 1950, and continues in this capacity.

A. M. Ball, acting superintendent of the River division of the ST. LOUIS-SAN FRANCISCO at Chaffee, Mo., has been appointed assistant to the presi-



A. M. Ball

dent. Mr. Ball was born at Springfield, Mo., on March 8, 1903, and joined the Frisco in 1920 as a stenographer. After serving in various clerical capacities, he

was appointed assistant superintendent in March 1937, assistant superintendent transportation in July 1938, superintendent transportation in February 1942 and superintendent of the Northern division in August 1947. Three years later Mr. Ball transferred to the Southern division and in January 1951 was appointed assistant general superintendent of transportation at Springfield. Mr. Ball became acting superintendent of the River division last month.

W. V. Kee, assistant general freight service manager of the UNION PACIFIC, has been appointed assistant to vice-president—traffic, with headquarters as before at Omaha.

FINANCIAL, LEGAL & ACCOUNTING

George H. Wyatt, assistant general attorney of the NEW YORK CENTRAL at Detroit, has been appointed general attorney there. **Henry P. Stacey** succeeds Mr. Wyatt. **John J. Danhof**, general counsel at Detroit, has retired.

Tom L. Farmer has been appointed attorney for the TEXAS & PACIFIC at Dallas, Tex.

Frank E. Triboulet has been appointed assistant freight claim agent, in charge of freight claim prevention, for the CHICAGO, INDIANAPOLIS & LOUISVILLE at Chicago.

C. A. Naffziger, in addition to his duties as superintendent of stations and claim prevention for the MISSOURI PACIFIC, has been appointed freight claim agent, succeeding **H. V. Cooper**, retired after 37 years of service.

Harold B. Ramsey, general solicitor for the MINNEAPOLIS, ST. PAUL, & SAULT STE. MARIE, has retired after 32 years of service. A graduate of the University of Minnesota Law School, Mr. Ramsey was admitted to the bar in 1915. He was appointed general attorney in 1941, and was advanced to assistant general solicitor in 1945. In 1947 he became general solicitor, the position from which he has retired.

TRAFFIC

Felix E. Autrey, whose appointment as general freight agent of the TENNESSEE, ALABAMA & GEORGIA was announced in *Railway Age* December 31, entered railroad service in 1920 at Shreveport, La., with the Louisiana Railway & Navigation Co. (now Louisiana & Arkansas). He subsequently held a number of freight traffic positions, beginning in 1927 with the Gulf Coast Lines at Kingsville, Tex. In 1928, he joined the Southern Pacific at Houston, and in 1929 went with the St. Louis-San Francisco at St. Louis. He remained with that road until his recent appointment.

Alexander B. Smith, industrial agent of the CANADIAN PACIFIC at Toronto and Montreal, has been appointed industrial manager of the Prairie and Pacific regions at Winnipeg. He succeeds the late **R. J. Prittie**.

Max D. Emmanuel has been appointed passenger traffic representative of the WESTERN MILITARY BUREAU at San Antonio, Tex. He succeeds **Edward A. McTamaney**, who has retired.

John J. McCauley has been appointed general agent of the SOUTHERN PACIFIC at Oklahoma City, Okla., succeeding **James A. Eads**, retired. **Howard J. Petersen** has been appointed assistant general agent, freight department, at Chicago, succeeding Mr. McCauley. Mr. Peterson is succeeded by **Clifford P. Haehl**, who has been appointed district freight and passenger agent, at Louisville, Ky.

The CHICAGO, BURLINGTON & QUINCY has opened a new traffic office in Room 706, Royal Bank building Toronto, to handle both freight and passenger matters. **Frank Wall**, general agent at Winnipeg, has been appointed to head the office. **Harold G. McQuade**, traveling freight and passenger agent at Winnipeg, succeeds Mr. Wall there.

E. C. Jones, division freight agent of the CENTRAL OF GEORGIA at Macon, Ga., has been appointed assistant freight traffic manager at Atlanta, succeeding **F. M. Tuttle**, who, at his own request has been relieved of his managerial responsibilities and has been appointed general traffic consultant. **J. A. Rutledge**, commercial agent at Cincinnati, has been appointed general agent at Philadelphia, succeeding **Wilmer F. Leach**, who has been appointed division freight agent at Macon, to replace Mr. Jones.

Ralph M. Lang, chief clerk to vice-president of the CHICAGO, ROCK ISLAND & PACIFIC, has been appointed assistant to the general freight traffic manager at Chicago.

Sidney W. Beacham, assistant general freight agent of the SOUTHERN SYSTEM at New Orleans, has been promoted, with the same title, to succeed **Walter F. Rogers**, who has retired after more than 51 years of service with the Southern at New Orleans. **James F. Young**, commercial agent, has been appointed district freight agent, with headquarters as before at New Orleans, to succeed **Lewis E. Reynolds**, who has been promoted to replace Mr. Beacham as assistant general freight agent.

L. D. Baker, assistant to vice-president—traffic, of the UNION PACIFIC, has been appointed assistant freight traffic manager at Omaha, succeeding **J. E. Davis**, retired. **A. K. Hinckle** has been appointed assistant general freight service man-

When the clock says **RUSH!**

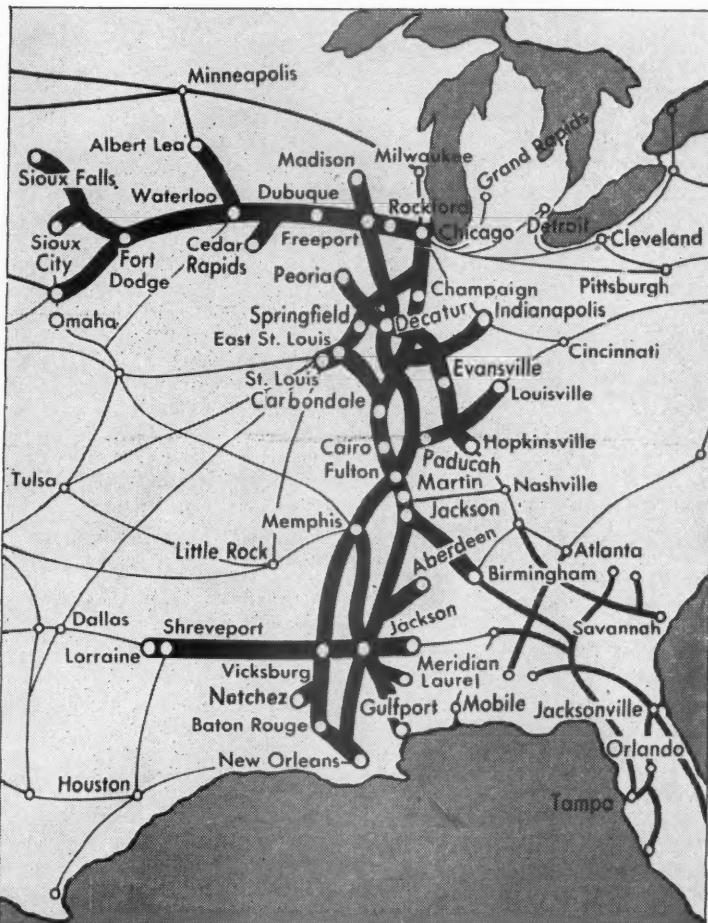


ILLINOIS CENTRAL

DISPATCH FREIGHTS

Regularly Scheduled Dispatch Freights Between

Chicago-New Orleans
Chicago-Omaha-Sioux Falls
Chicago-Birmingham
Chicago-East St. Louis
Meridian-Shreveport
and other Main Line points.



Ask any Illinois Central Traffic Representative in your city, or write
Oscar L. Grisamore, General Traffic Manager, 135 E. Eleventh Place,
Chicago 5, Illinois.



ILLINOIS CENTRAL

Main Line of Mid-America

ager, succeeding **W. V. Kee**, who has been appointed assistant to vice-president—traffic. **E. E. Swanson** has been appointed assistant general passenger agent at Los Angeles. **J. M. Forsha**, passenger agent at Chicago, has been promoted to general agent at Kansas City, Kan. **Elmer Young**, traveling passenger agent at Cincinnati, succeeds Mr. Forsha. **A. J. White**, traveling passenger agent at Cleveland, has been advanced to district passenger agent at Chicago, succeeding **Carl H. Mertens**, appointed manager of the department of tours at Chicago.

R. E. Tissue, commercial agent of the **VIRGINIAN** at Charlotte, N. C., has been appointed general agent at Wilson, N. C., succeeding **J. A. Baze-**
more, deceased.

Henry F. Heck has been appointed assistant general agent of the **ERIE** at Washington, D. C.

PURCHASES & STORES

The following appointments and retirements have been announced by the **NORTHERN PACIFIC**: **E. L. Cates** appointed division storekeeper, Tacoma division, at Seattle, Wash., succeeding **A. C. Johnson**, retired; **R. L. Johnson** appointed division storekeeper, Lake Superior division, at Duluth, Minn., succeeding Mr. Cates; **O. J. Turner** appointed storekeeper at Yakima, Wash., succeeding **Charles Wilson**, retired; **D. H. Spitz** appointed division storekeeper, Rocky Mountain division, at Missoula, Mont., succeeding **G. M. Paine**, retired; **E. K. Beals** appointed assistant district storekeeper at Brainerd, Minn., succeeding Mr. Spitz; and **Thomas McArthur** appointed district storekeeper at South Tacoma, Wash., succeeding **R. G. Becker**, appointed storekeeper at Tacoma.

E. L. Tyre has been appointed storekeeper of the **CHARLESTON & WESTERN CAROLINA** at Augusta, Ga., succeeding **J. C. Douglas**, who will retire on January 31, after 47 years of service with the Atlantic Coast Line and the C&W.C.

MECHANICAL

P. G. Jamison, assistant master mechanic of the Columbus and Cincinnati divisions of the **PENNSYLVANIA**, has been appointed assistant master mechanic of the Fort Wayne division, succeeding **L. A. Dixon**. **P. Harcle-**
rode, foreman, Grand Rapids engine-
house and car shop, succeeds Mr. Jamison. **W. S. Plummer**, master me-
chanic, Pittsburgh and Conemaugh di-
visions, has been appointed master me-
chanic, Columbus and Cincinnati di-
visions, succeeding **W. B. Porter**.

Harry G. Miller, mechanical engi-
neer of the **CHICAGO, MILWAUKEE, ST.**

PAUL & PACIFIC, has retired after more than 30 years of service. Mr. Miller started as a draftsman in 1912 for the Chicago, Burlington & Quincy, later becoming assistant boiler engineer. He served in the Army during World War I and joined the Milwaukee, in the valuation department, in 1919. He served in the mechanical engineer's office, and was shop foreman at Green Bay, Wis., and Miles City, Mont. He was subsequently appointed chief inspector at Milwaukee, and was engineer of tests from 1936 to 1942. After serving as assistant mechanical engineer, he was promoted to mechanical engineer in 1943.

OPERATING

W. St. John, whose appointment as superintendent of the Southern division of the **GULF, MOBILE & OHIO** was noted in *Railway Age* December 17, has had 26 years of service with the G.M.&O. He succeeds the late **L. C. Spencer**. Mr. St. John entered the service of the company in 1925 as flagman on the Montgomery dis-



W. St. John

trict. Subsequently, he was employed as brakeman and switchman until 1942, when he became terminal trainmaster at Meridian, Artesia and Montgomery, serving in this capacity until 1944, when he was appointed trainmaster of the Tennessee division. In 1945 he was named trainmaster at Tuscaloosa, becoming line trainmaster in February 1951.

G. E. Warfel, division roadmaster of the **ST. LOUIS-SAN FRANCISCO**, has been appointed trainmaster of the **ALA-**
BAMA, TENNESSEE & NORTHERN, a sub-
sidiary of the Frisco, with headquar-
ters at York, Ala.

Tait Endsley has been appointed trainmaster of the **FLORIDA EAST COAST**, having jurisdiction over the First and Second districts, with head-
quarters at New Smyrna Beach, Fla.

W. R. Allen, assistant superinten-
dent of the **ST. LOUIS-SAN FRANCISCO**

at Tulsa, Okla., has been appointed superintendant of the Central Division at Ft. Smith, Ark. Mr. Allen succeeds **R. C. Grayson**, who has been appointed superintendant, River division, at Chaffee, Mo. **V. C. White** has been appointed assistant superintendant at Chaffee, succeeding **W. M. Morrison**, who has been named assistant superintendant at Tulsa.

W. S. Carr, assistant to general manager of the **NEW YORK, NEW HAVEN & HARTFORD**, has been appointed superintendant of the New Haven division, with headquarters as before at New Haven, succeeding **B. F. Bardo**, who has been appointed operating as-
sistant at New Haven.

H. N. Strange, Jr., has been ap-
pointed terminal trainmaster of the **ATLANTIC COAST LINE** at Savannah, Ga.

R. J. Roche has been appointed su-
pervisor of stations and transfers of the **NEW YORK CENTRAL** at Syracuse, N. Y.

Frank L. Kobliska, trainmaster of the **MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE**, has been appointed assis-
tant superintendant at Ironwood, Mich.,
succeeding **George Nolan**, retired.

O. E. Hallberg, superintendent of transportation of the **CHICAGO & NORTH WESTERN**, has been appointed assistant to vice-president — operation. **J. J. Stein**, general superintendent, Eastern district, has been named general manager of transportation. **J. C. Fullmer**, assistant superintendent of transporta-
tion, succeeds Mr. Hallberg, and **F.**



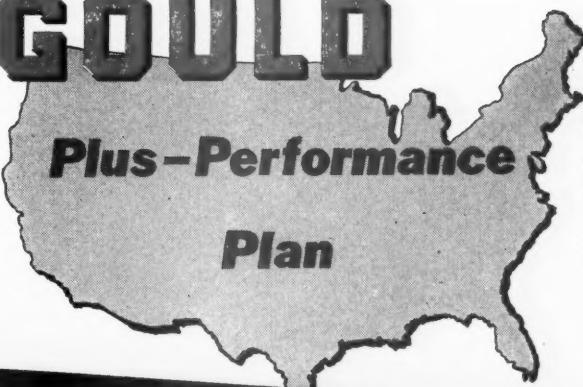
O. E. Hallberg

E. Harrison, general superintendant, Northern district, at St. Paul, succeeds Mr. Stein on the Eastern district. **W. L. Mueller**, general superintendant, Western district, at Omaha, succeeds Mr. Harrison at St. Paul, and **C. C. Shannon**, assistant to vice-president — operation, has been appointed general superintendant, Western district, at Omaha, succeeding Mr. Mueller.

Mr. Hallberg came to the North

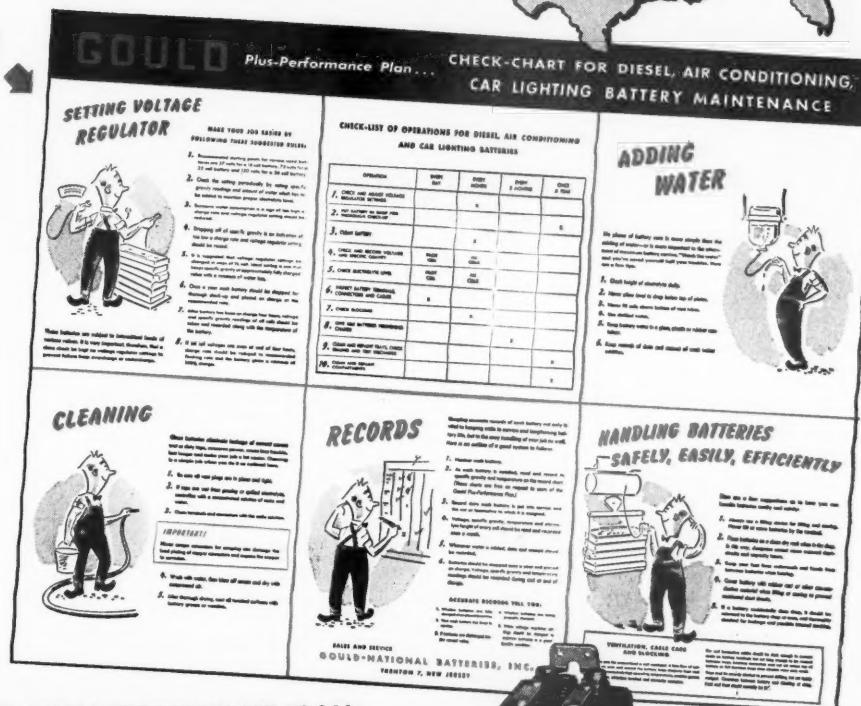
More Help Now Available

to You with the . . . **GOULD**



New FREE Check-Chart for Battery Maintenance Men

Just what you need for your battery room! Establishes rules to follow, eliminates hit-and-miss maintenance methods, guides new help, reduces training time, assures continuous battery care, prolongs battery life, cuts accidents. Size 17" x 22". Printed on heavy stock and varnished for durability and easy cleaning.



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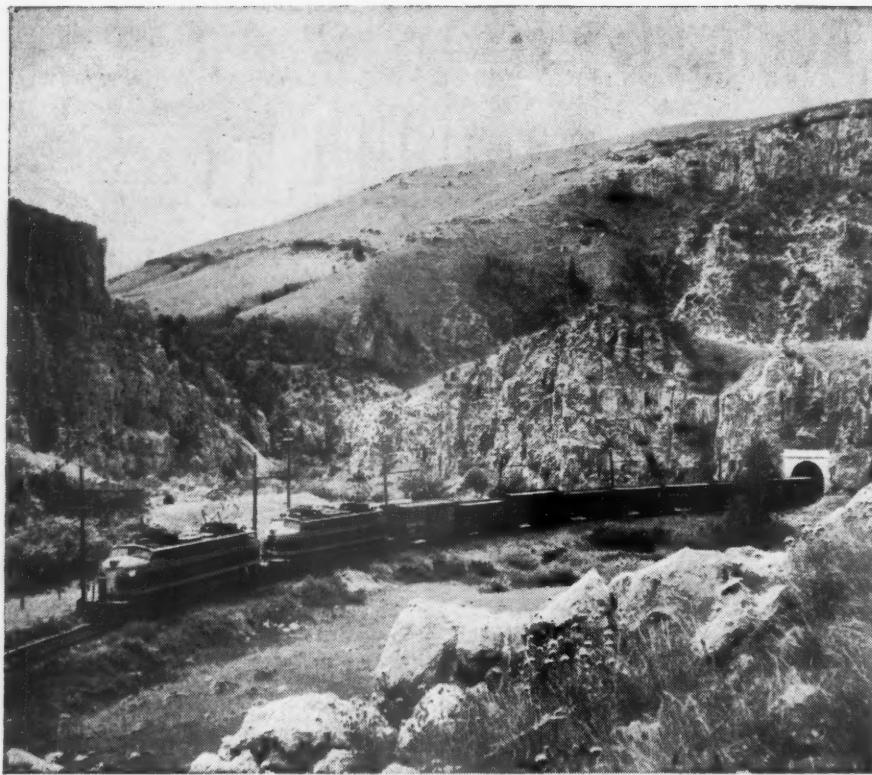
Please send full information on the GOULD PLUS-PERFORMANCE PLAN including
FREE check-chart for Railroad Battery maintenance.

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A tandem of electrics—5110 horsepower each—in the Rockies

10,220 horses make it easy

In moving trains over the western mountains, The Milwaukee Road is electrified—uses "white coal" derived from water power.

Electric power not only is efficient for rugged terrain but has other economic advantages.

It conserves huge quantities of oil or coal. Makes it unnecessary to tie up rail equipment hauling locomotive fuel to the mountain divisions.

On other divisions of the Railroad

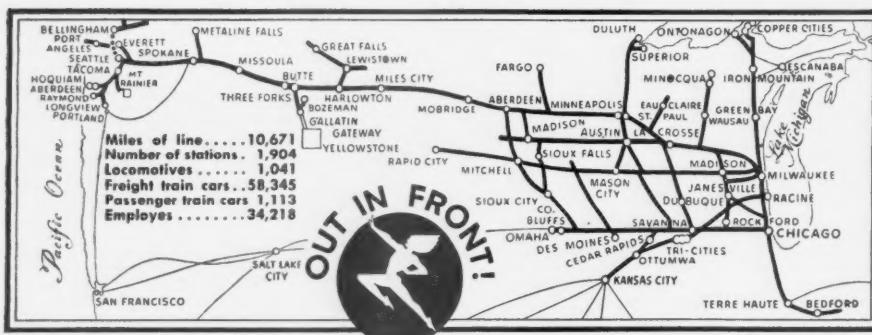
the Milwaukee has turned almost entirely to diesel power for passenger, freight and switching services.

This modernization in motive power is representative of what's going on in every department of the Railroad. That's why shippers say The Milwaukee Road is the swift, sure way to route freight.

Milwaukee Road agents are in principal cities. Ask them for help on travel and shipping problems.

SHIP-TRAVEL

Look at the map!



THE MILWAUKEE ROAD

Route of the HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Western in 1902 as an office boy in the office of superintendent of transportation, serving in various clerical positions until 1917, when he was appointed assistant superintendent of transportation. He was subsequently away from the railroad for a year, as traffic director of the Nash Sales Company, but returned as assistant superintendent of car service in 1921 and became superintendent of car service in 1924. He was appointed superintendent of transportation in 1940.



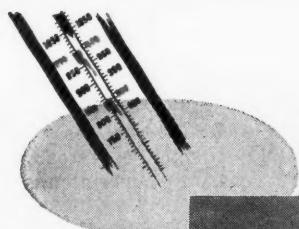
J. J. Stein

Mr. Stein started with the C. & N.W. in 1917, serving successively as a clerk, telegraph operator, leverman, and agent. He later served as chief train dispatcher, transportation inspector, trainmaster, and assistant to general manager, being appointed general superintendent, dining car department, in 1944; assistant general manager in 1946; and general superintendent, Eastern district, in 1948.



J. C. Fullmer

Mr. Fullmer has been with the North Western since 1922, when he started as a stenographer. In subsequent years he held the positions of tour escort, information clerk, secretary to assistant to president, and secretary to chief executive officer. In 1942 he was appointed assistant trainmaster, becoming trainmaster in 1944. Three



Beat Heat...

GUN IRON CAST PARTS

Gun Iron maintains full tensile strength up to 850° F. Growth amounts to only 1/4 of 1% in linear dimensions at 900° F. By use of alloys, these limits can be raised much higher.

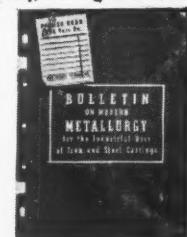
This exceptional heat resistance gives added service to diesel parts subjected to prolonged high operating temperatures. Gun Iron always proves superior on the toughest assignments, too, because of its other properties of great resistance to wear, pressure and erosion.

Our engineers and laboratories stand ready to help you determine the advantages of

Gun Iron for your parts. Our extensive manufacturing facilities are a dependable source for finishing them accurately and economically. **HUNT-SPILLER MANUFACTURING CORP., 379 Dorchester Ave., Boston 27, Mass.**

Canadian Representatives: Jos. Robb & Co., Ltd., 4050 Namur St., Montreal 16, P.Q.; Export Agents: International Rwy. Supply Co., 30 Church St., N.Y. 7, N.Y.

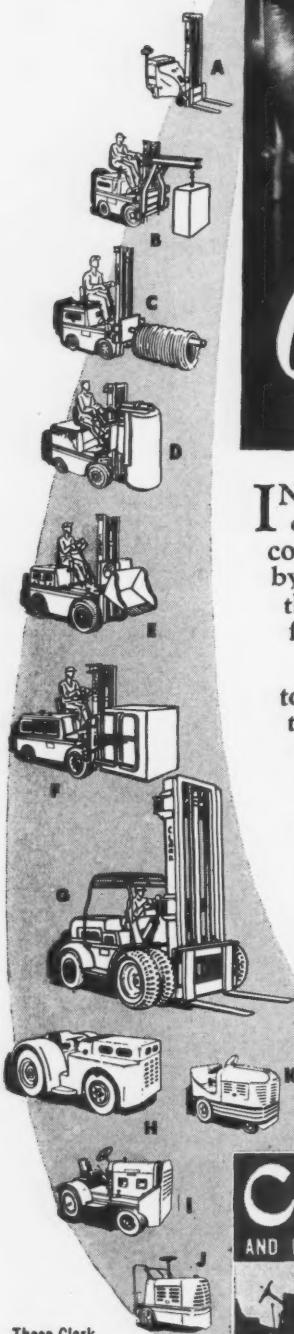
HERE IS A PRACTICAL GUIDE for the user of iron and steel castings... 24 pages of technical data on many types of metals and alloys. Write for your free copy.



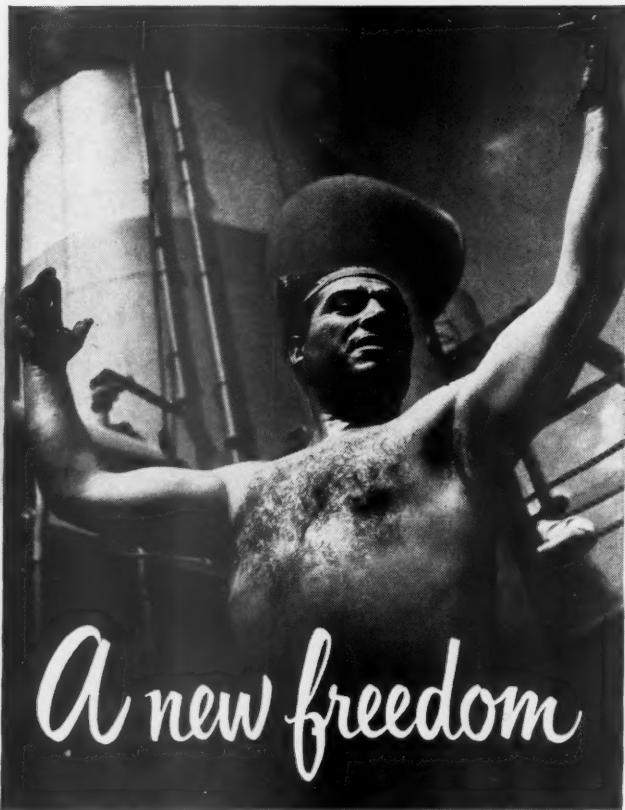
**HUNT-SPILLER
DIESEL PARTS**
Controlled Quality...
From FURNACE
to FOUNDRY
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Across the face of the World a new Freedom spreads . . . like a strong man's smile . . . a Freedom from heavy burdens . . . a Freedom from beastly toil . . . a Freedom from useless costs . . . a Freedom from waste and spoil . . . It is a Freedom brought by Machines . . . and by Methods created by Men who engineer history for the greatest good of their kind.



These Clark publications will help you and your workmen to enjoy the many benefits of this New Freedom. Any one—or all—of them will be sent to you upon request



IN A WORLD divided by Iron Curtains and conflicting ideologies, it is refreshing to contemplate a better tomorrow made possible by a new-found freedom available to all—the Freedom from Toil, a Freedom springing from the use of modern machines.

The Clark Equipment Company is proud to have contributed to the emancipation of the laboring man through the development and creation of machines to bear his most exhausting physical burdens.

A Electric-Powered HAND TRUCK with Stackers. **B** TRUCLOADER with CRANE Attachment—1000 lb. cap.—gas or electric power. **C** CLIPPER with RAM Attachment—2000 lb. cap.—gas or electric power. **D** CARLOADER with BARTEL Device—3-4-5000 lb. cap. gas or electric power. **E** YARDLIFT with SHOVEL Attachment 2-4-6000 lb. cap. gas power only. **F** UTILITRUCK with CLAMP Attachment 6-7-10,000 lb. cap. gas or electric power. **G** YARDLIFT—150 with Standard Forks 15,000 lb. cap. gas power only. **H** CLARKTOR—100-10,000 lb. draw bar pull. **I** CLARKTOR—47 to 104 tons hauling capacity on level. **J** CLARKETTE—5-10 tons hauling capacity on level. **K** CLARKAT—42 to 58 tons hauling capacity on level. **L** TRUCTRATOR—Dump model 4000 lbs. capacity. **M** TRUCTRATOR—Tip-model 4000 lbs. capacity.

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AUTHORIZED CLARK INDUSTRIAL TRUCK PARTS AND SERVICE STATIONS IN STRATEGIC LOCATIONS

years later he was appointed assistant superintendent of the Galena division, shortly thereafter serving temporarily as acting superintendent of the Peninsula division. In 1949 he was promoted to assistant director of research and became assistant superintendent of transportation in 1950.



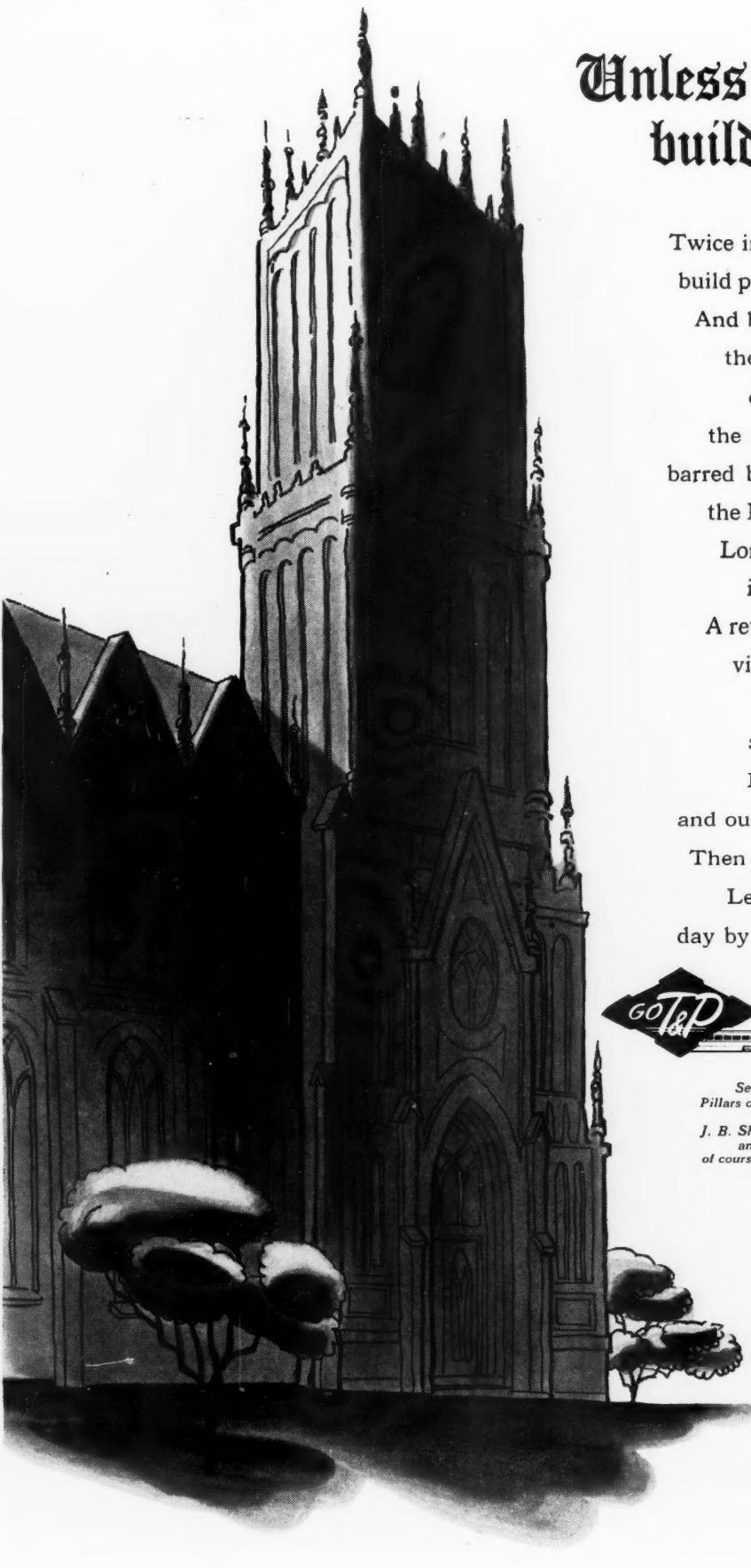
F. E. Harrison

Mr. Harrison came to the railroad in 1923 as a freight brakeman and was later promoted to conductor. During World War II he served as a captain in the Transportation Corps, returning to the North Western as yardmaster in 1946. He next became assistant trainmaster and then trainmaster at Boone, Iowa; transportation inspector; acting superintendent of the Lake Shore division; and acting assistant superintendent of the Galena division. In November 1948 he was appointed superintendent of the Twin Cities Terminals at St. Paul, becoming general superintendent, Northern district, in 1949.



W. L. Mueller

Mr. Mueller began his career with the North Western in 1914 as a stenographer, later serving in various clerical positions. In 1937 he was appointed trainmaster at Mason City, Iowa. Later he became superintendent of the Wyoming division at Casper, Wyo., and thereafter was shifted in that capacity first to Sioux City, Iowa, and then to Huron, S. D. In 1947, he was named



Unless the Lord build the house . . .

Twice in one lifetime we have tried to
build peace, both times we have failed.

And both times God was kept from
the peace table—the first time be-
cause the world was "too busy";
the second time because God was
barred by Communism. This, despite
the Bible warning that "Unless the
Lord build the house, they labor
in vain that build it."

A return to religion and to the indi-
vidual freedoms of our founding
fathers will make America

strong spiritually and morally.

Let's reaffirm our faith in God
and our faith in the power of prayer.

Then our labors will not be in vain.

Let's all help by truly practicing
day by day the principles of religion.



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Call



When you get up against a tough shipping problem just call your Santa Fe freight man... let him work it out and make it easier for you.

*F. H. Rockwell, Gen. Freight Traffic Manager
Santa Fe System Lines, Chicago, Ill.*

general manager, Western lines, at Omaha, and in 1948 was appointed general superintendent, Western district.



C. C. Shannon

Mr. Shannon came to the C.&N.W. in 1936 as a clerk in the agent's office in Rapid City, S. D. After holding several clerical positions, he was appointed assistant trainmaster at Escanaba, Mich., and later trainmaster at Sioux City. In 1944 he was appointed special representative of the vice-president in charge of operation, becoming transportation inspector in 1946. He was appointed superintendent of station service in 1947, and assistant superintendent of transportation in 1948. He was named assistant to vice-president in charge of operations in 1950.

Winston Tompkins has been appointed manager of the service bureau of the MISSOURI PACIFIC, at St. Louis, succeeding **G. O. Herbert**, retired.

M. M. Bell, R. E. Nichols and **L. E. Walsh** have been named trainmasters of the NEW YORK CENTRAL at Elkhart, Ind., Kankakee, Ill., and Englewood, Ill., respectively.

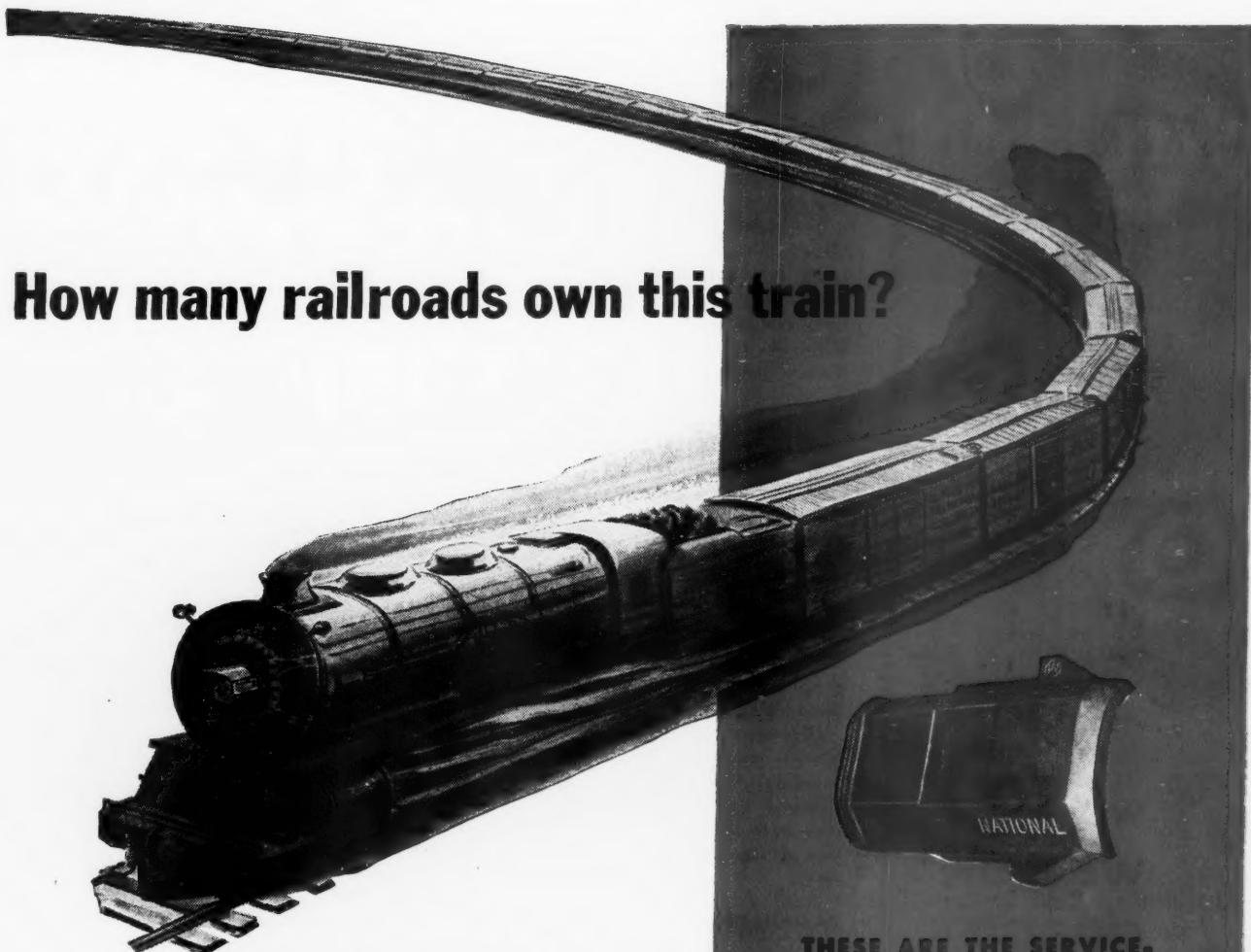
E. R. Robertson has been appointed assistant superintendent of the Chicago Terminal division of the ATCHISON, TOPEKA & SANTA FE at Chicago.

OBITUARY

Claude R. Pflasterer, retired engineer of tests for the UNION PACIFIC, died January 21 at Omaha.

Theo B. Durfee, comptroller for the TOLEDO, PEORIA & WESTERN at Peoria, Ill., died January 14.

William M. Hale, superintendent of stations of the ILLINOIS CENTRAL, died January 24 in Chicago. Mr. Hale joined the I. C. in 1905 as an operator on the Mississippi division. He was transferred in 1914 to Chicago, where he held a number of operating department positions. He was appointed superintendent of stations in 1943.



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Current Publications

TRADE PUBLICATIONS

Care and Maintenance of Industrial Trucks. 16 pages, illustrations. Baker Industrial Truck Division, Baker-Raulang Company, Cleveland 2, Ohio.

The theme of this booklet is stated as "It costs much less to prevent industrial truck failures than it does to repair or replace the truck." Many of the instructions can be applied to all electric trucks, although they are specifically directed toward maintenance of Baker equipment.

Railroad On-Track Economy. 12 pages, illustrations. Caterpillar Tractor Company, Peoria 8, Ill.

This publication describes and illustrates the Caterpillar line of diesel engines designed for powering such on-track equipment as switching and transfer locomotives, mail and passenger rail cars, industrial hauling units, and mobile lifting units.

Bulletin 5191. 4 pages, illustrations. Barrett-Cravens Company, Chicago 9.

Illustrates and briefly describes the Barrett line of equipment for floor-level handling of materials, plus the new lines acquired when Barrett, earlier this year, took over the Crescent Truck Company's line of electric industrial trucks and tractors.

PAMPHLETS

Standard Time in America, by John S. Allen. 20 pages, maps. National Railway Publication Company, 424 W. 33rd st., New York 1. Free.

William Frederick Allen is credited with having done more than any other man to bring about our present system of standard time. Many people had been working for some years on this time problem, but little had been accomplished in needed time reform prior to 1883. As an hour is one-twenty-fourth of the time required for the earth with its 360 degrees of longitude to revolve on its axis, there are 15 degrees of longitude to each hour. Several arrangements for systems of standard time had been proposed using hourly zones of 15 degrees. Such arrangements were said to be based on the "hour theory." The best known plans of this kind are outlined in this pamphlet, but no comprehensive system was put in practice until the Standard Time System proposed by William Frederick Allen was adopted in 1883. The interesting circumstances which led to Mr. Allen's taking up this problem and other facts relating thereto are described also. The Allen Plan map and a map showing standard time zone boundaries in 1951 are included.

Battelle. 36 pages, illustrations. Battelle Memorial Institute, 505 King ave., Columbus 1, Ohio. Free.

Subtitled "An Invitation for You to Visit Battelle," this attractive brochure describes to the reader the people and research laboratories he will see if he visits Battelle. Fields of research covered at Battelle are chemistry, ceramic technology, physics, metallurgy, chemical engineering, mechanical engineering, graphic arts technology, welding technology, electrochemistry, air and stream pollution, electronics, mineral processing, engineering economics, electrical engineering, fuels and combustion, agricultural sciences, plastics, rubber and paints, production engineering, theoretical and applied mechanics, and nucleonics.

Specific savings and production benefits directly attributed to standardization in American industry are cited in this presentation of 140 documented case history studies. It is a printing of a report entitled "Survey to Obtain Data to Show Savings Derived from the Use of Standards by American Industry," prepared for the Economic Cooperation Administration by the American Standards Association to encourage European manufacturers to adopt U. S. production methods in order to speed military preparedness and strengthen economic self-dependence.

Dollar Savings Through Standards. 32 pages. American Standards Association, 70 E. 45th st., New York 17. \$1.

Intended to fill a vacancy in the ranks of reference volumes concerned with Americana, this booklet presents a collection of some 1,500 city, town and village nicknames of more or less frequent occurrence in newspapers, periodicals, radio and literature. Part I is a listing of states and cities and the various nicknames by which they are known. Part II is an alphabetical listing of nicknames with reference to places with which they are identified.

Nicknames of American Cities, Towns and Villages, Past & Present, by Gerard L. Alexander. 74 pages. Special Libraries Association, 31 E. 10th st., New York 3. \$2.

Effective January 1, 1952, the Schedule B commodity classification code numbers required on Shipper's Export Declarations are shown in the 1952 edition of Schedule B. The 1949 edition of Schedule B, with amendments, became obsolete on December 31, 1951. The 1952 edition of Schedule B, issued in one loose-leaf volume, contains the following:

1. The numerically arranged Classification of Exports with list of individual commodity items under each commodity number (formerly published as Part II, "Numbered Classifications and Articles Included").
2. Alphabetic Index (formerly published as Part I, the "Alphabetic Index"). The index will indicate opposite each alphabetic listing the page number or numbers of the numerically arranged part of the volume where the item may be located.